

# PREDICTOR

PACKARDS INTERNATIONAL  
MOTOR CAR CLUB

SAN DIEGO REGION

VOLUME 22

APRIL - JULY 1997



"LIZZIE"

1922 "133" 7 Pass Phaeton

Richard & Jincie Williams

FLOWER FIELDS CARLSBAD, CALIFORNIA

April 6, 1997



# **BOARD**

---

President	B.J. Hill 530-1414 (W) 451-0570
Vice President	George Cataline Emeritus
Secretary	Ferne Coombs 486-4579
Treasurer	Mark Rothermich 583-2369
Membership	Dick Hagen 479-7300
Historian	
National Board Rep.	Fred Perkins 942-2460 966-0190 (W)
Projects/Sales	B.J. Hill 451-0670 530-1414 (W)
Technical Representative	Tony Collins 451-0669 packards@aol.com
Project Development Predictor	Bobbie McNicol (541) 758-6074 mcnicolb@ucs.orst.edu
San Diego Region Office	(619) 530-1414

Coming up at august 6 meeting

SHOP RESTORATION  
Dave Clark

Carrows Resturant  
9152 Mira Mesa boulevard  
Dinner at 6:00

Dear Fellow Packardites,

So much to tell you so I'll just fire from the hip.

The HOLIDAY PARTY WILL NOT BE HELD IN THE MONTH OF DECEMBER. IT WILL BE HELD ON NOVEMBER 8th, 1997. This will allow members who are car club members of other clubs to attend. Scott Johnson and Ferne Coomes will host the party again at their home in Poway.

It is time for OFFICERS 1998. Please call the office and let us know you would be willing to help.

## TOURS 1997

July 26th	GOING TO THE RACES TL COLIN Fort
August 16th	GARAGE TOUR TL Fred Perkins
September 14th	QUAIL GARDENS TL Fred Perkins
October	open
November 8th	HOLIDAY PARTY TL Coomes/Johns
December	HAPPY HOLIDAYS

## GOLF SHIRTS

They are available for \$26.00. All sizes. Get yours now, they are great.

## ROSTERS

By now you should have yours. If not call the office.

## THANKS TO JAMES DAHMANN

Those of you who drove your car to the flower fields received a nice colored photo of your car. We appreciate it.

## CONGRATULATIONS FROM FALLBROOK

See the 3 colored pictures inside.

## CONGRATULATIONS TO GENE AND MIGNON

Sold their 1937 Packard for their price. It is now in Europe.

16 PACKARDS ATTENDED THE FLOWER FIELD IN CARLSBAD. OUTSTANDING!

## GET WELL

Dorothy Hagen, Eileen Ambrose and Lloyd King

SEE YOU AT THE MEETING AUGUST 6th  
AT CARROWS RESTURANT.

## PACKARDS IN THE FLOWER FIELDS

On April 6, at the beginning of the flower season in San Diego, we toured to Carlsbad, and displayed our cars in the flower fields for all visitors to enjoy. Early arrivals watched the Model T Fords leave the display area, while waiting for the rest to arrive. It was a good turnout, featuring 16 Packards, one Lincoln Continental Convertible, and a pickup truck. The cars ranged from Dick Williams' 1922 red Phaeton to Harvey Hedgecock's 1956 Caribbean Hardtop. After the display, we caravanned across the street to Pea Soup Anderson's Restaurant to dine, and had an exceptional buffet selection.

Participants, in no special order:

1922 Phaeton, Dick and Gincy Williams  
1940 Sedan, Joe and Pauline Whitacre  
1955 '400', Ken Yankee  
1948 Limousine, Les and Alice Hill  
1933 Super 8 Coupe, Robert Buchanan  
1956 Caribbean Hardtop, Harvey Hedgecock  
1953 Patrician, Ben Simon  
1955 Caribbean Convertible, Ron and Karen Crampton  
1929 Phaeton, The Hagen Family  
1955 Clipper Panama, The Fort Family  
1938 Coupe, Tony Paradowski  
1953 Mayfair, Lloyd and Joan King  
1931 Coupe, Mark Ballerini and Hiroko Donaldson  
1953 Mayfair, James Dahmann and Shirley Levitz  
1948 Sedan, Mr. Yingst  
1947 Limousine of Craig Pearson, driven by Fred Perkins

## WINNERS AT FALLBROOK ON FATHER'S DAY

Mark Ballerini and Hiroko Donaldson

1931 "833" Standard 8 Coupe  
1936 "120-B" business Coupe

Les and Alice Hill

1948 "2222" Super 8, 7 Pass Sedan

Karl & Earline M. Pederson

1927 6 CYL Roadster, Rumbleseat

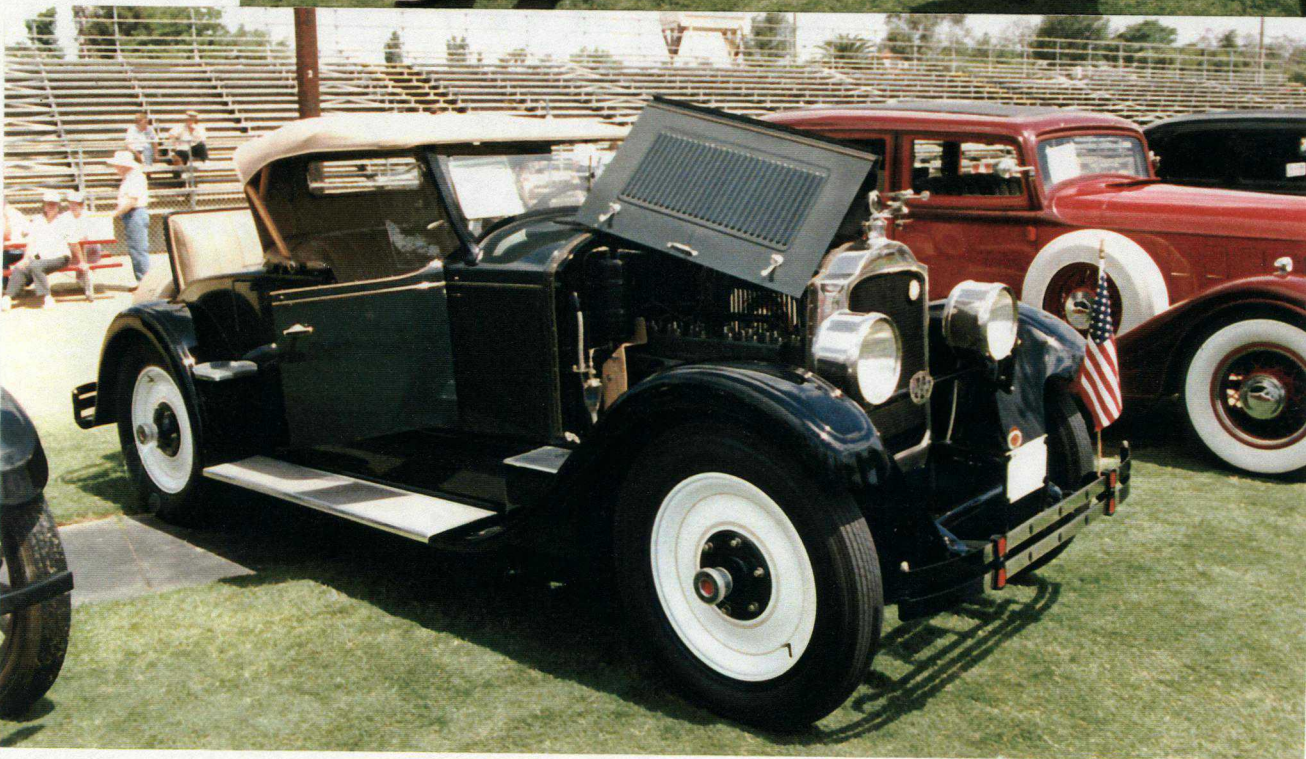
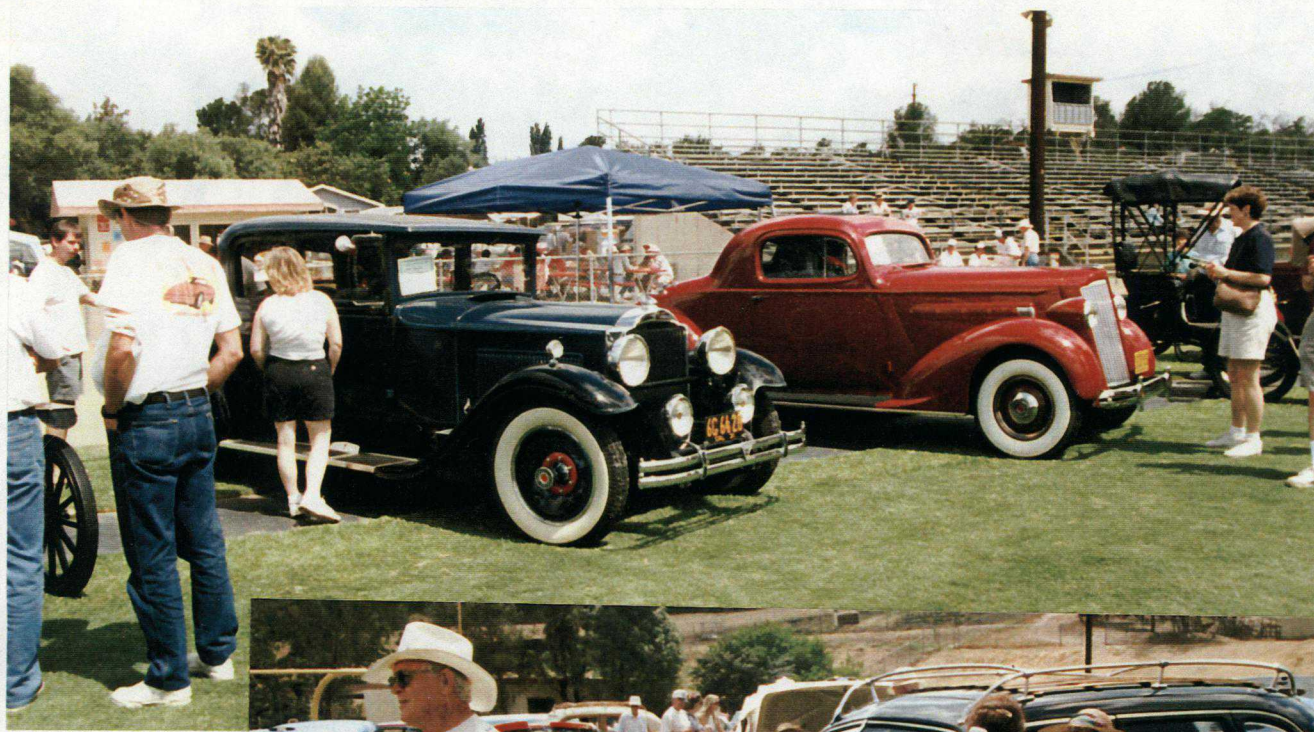
CONGRATULATIONS

CONGRATULATIONS

CONGRATULATIONS

see next page







## EL CAJON SPEEDWAY TOUR

- Date:** Saturday July 26, 1997
- Time:** Cars to be in place by 6:00 pm - Special designated parking area. Races start at 7:00 pm. You are not required to stay for the entire race. Colin will guard the cars.
- Event:** Stock car races. Bill Holland is usually one of the drivers. This is the fastest 3/8 mile track in the west.
- Special Feature:** Train race - tie 3 cars together and at least two sets race in a figure 8 pattern.
- Packard Night:** Everyone driving a Packard will be announced and have the opportunity To drive around the track before the 1<sup>st</sup> race at 7:00 pm.  
(For insurance purposes - no one under 18 will be allowed on the track)  
They would like us to have at least 8 cars. Tell your friends!!
- Price:** If we purchase at least a week in advance:  
\$5 adults; \$2 children (6-12. Under 6 free)  
Parking \$1 - No charge for Packards  
They would like to have 20 people in the group.
- Price at the gate: \$8 adults; \$5 children
- Directions:** Highway 8 to 67. 67 to Bradley. Left two blocks to Wing Avenue - One block to entrance
- Sign up:** Sign up at the July 2<sup>nd</sup> meeting. If you cannot attend the meeting call Colin Fort in the evening at (760)753-5724 for reservations. If you cannot make it, perhaps another member can drive your Packard.

### HOMETOWN BUFFET

If you would like to get together for dinner prior to the races there is a Hometown Buffet located nearby at 390 W. Main Street in the older business district of El Cajon - Approximately one block west of the Marcella.

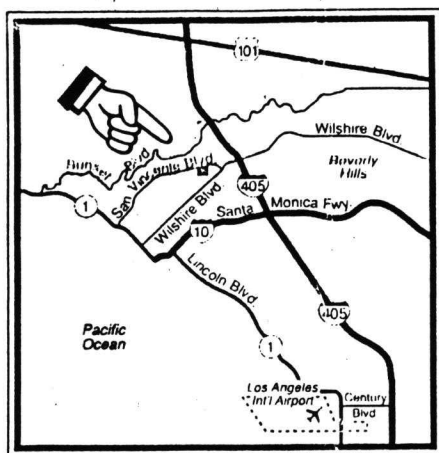
Saturday night we are busy, so I would suggest that you get there before 5:00 pm so we can leave for the race track at 6:00 pm.

All You Can Eat Dinner: Adults \$7.79 plus tax; 2 - 12 years \$.50 per year!! What a deal!

**TAKE MY WORD YOU DO NOT WANT TO MISS THIS TOUR!!!**

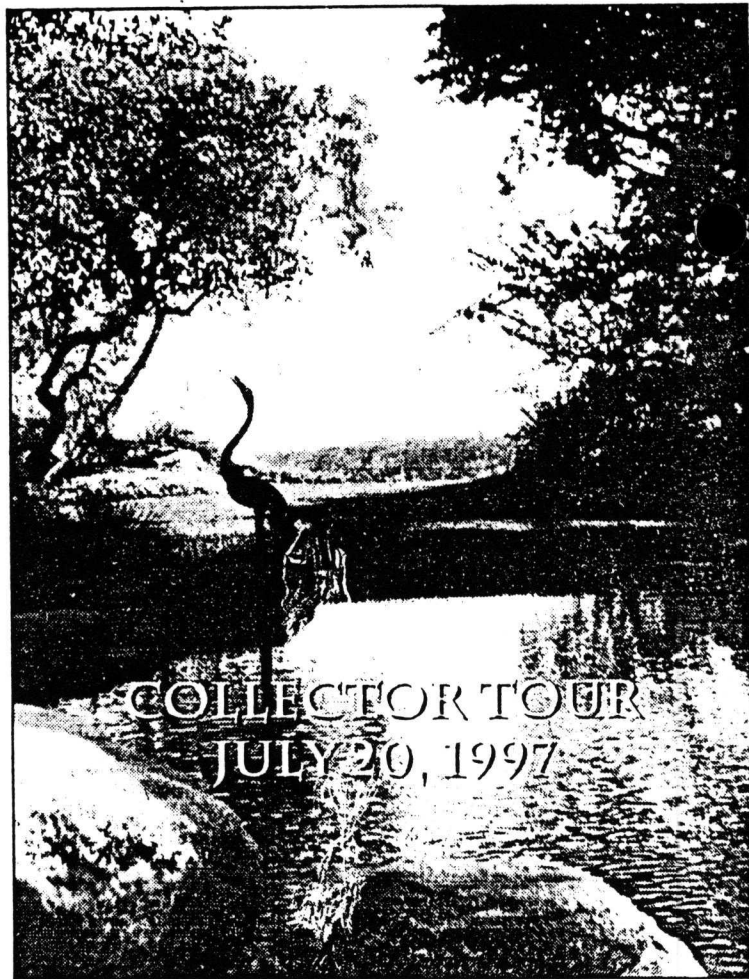
**DRIVE YOUR PACKARD AROUND THE RACE TRACK!!!!**





THE CHEESECAKE FACTORY  
11647 San Vicente Boulevard  
Los Angeles, CA 90049  
310/826-7111

(Maps to Harris Laskey Estate will be  
distributed at the restaurant.)



*For a year, we have asked our Packard members what one thing, more than any other, influenced their participation. Scores of reasons have been named but the one most frequently cited was our tours... especially the Collector Tours.*

*This year, the Southern California Region of Packards International has been invited to view a collection of automobiles set in a majestic setting in Pacific Palisades. Not everybody is going to be able to attend, as this tour is limited to the first 100 members. Put your name in early for an experience well worth waiting for.*

*We will arrive at the Cheesecake Factory at 10:00 a.m. Parking is below the restaurant. At 12:00 noon we will caravan on an infamous trail, assembling outside the gates of Packard member Harris Laskey. Through these gates exist the ideals established and faithfully upheld — THE HARRIS PACKARD PRINCIPALS: Drive your Packards and get the motoring thrill of your life. Set your Packards on grounds on which it was accustomed. Have your Packards cared for by the best craftsman. And last and foremost, be the best caretaker of your Packards. These principals equal Packard's supreme reputation.*

YOU ARE INVITED TO ATTEND  
THE SOUTHERN CALIFORNIA REGION  
OF PACKARDS INTERNATIONAL'S  
ANNUAL COLLECTOR TOUR.

SUNDAY, JULY 20, 1997

BRUNCH - 10:00 A.M.

THE CHEESECAKE FACTORY  
11647 SAN VICENTE BOULEVARD  
LOS ANGELES, CA 90049

TOUR - 12:00 NOON  
THE HARRIS LASKEY ESTATE  
PACIFIC PALISADES

R.S.V.P.  
714/543-2980





ASSOCIATION OF CALIFORNIA CAR CLUBS, INC.

# —deFENDER—

VOLUME XXIV

NUMBER 10

JUNE 1997

25th Year Representing the Hobbyist

## **SB61, Haynes - Vehicle inspection and maintenance**

Existing law, modified in 1994 to create the Smog Check II program, provided for testing at test-only stations, required additional tests at smog check stations, allowed the use of remote sensing to identify gross polluters, and eliminated repair cost limits. AB1492 is the companion bill introduced into the Assembly.

This bill would delete the changes made commencing in 1994, restore former provisions of the vehicle inspection and maintenance law, and make other related changes. This bill would also provide that no vehicle shall be subject to any emission standard that varies from the standards applicable to the vehicle at the time that the vehicle was manufactured, or to any standard for tailpipe emissions that is stricter than the standards applicable pursuant to federal law. The bill would generally prohibit any regulation to be adopted or revised by the State Air Resources Board pertaining to motor vehicle emissions until it has been submitted to the Legislature and the Legislature has enacted a statute authorizing the adoption of the regulation. This bill also carries a provision which would exempt from the smog test program 1966-1971 vehicles, 1972-1974 vehicles, and 1975-1979 vehicles, if any of these groups have been determined to produce less than 2% of the total emission reductions achieved by the program.

The bill would prohibit remote sensing until those devices are scientifically accurate and the agencies are authorized by statute to do it. The bill states that *no program established pursuant to the vehicle inspection and maintenance programs shall provide for mandatory roadside inspections or the confiscation of any vehicle*. The bill also states that the intent of the Legislature is that no further revisions be made to the program until valid scientific tests have been done to verify the effectiveness in reducing pollution while lacking toxic effects or causing harm to vehicle components. Don't you love this? The ACCC suggests that members support this measure.

## **SB42, Kopp - Air pollution: vehicles**

Existing law exempts any motor vehicle manufactured prior to the 1966 model-year from provisions requiring vehicles powered by internal combustion engines in certain areas of the state to obtain a smog check certificate of compliance or noncompliance biennially, upon transfer of ownership, or upon registration of a vehicle previously registered outside the state. This bill would, instead, exempt from those requirements any vehicle which is 25 or more model-years old. The ACCC suggests that members vigorously support this measure.

## **SB60, Kopp - Motor vehicle fuel and use fuel taxes**

Present California law imposes a Motor Vehicle Fuel License Tax on gasoline at 18 cents per gallon, and provides that if the federal fuel tax is reduced below 9 cents per gallon, the state tax will be increased by an amount so that the combined state and federal tax rate per gallon equals 27 cents per gallon. Present California law also provides a Use Fuel Tax at 18 cents per gallon, and provides that if the federal fuel tax is reduced below the rate of 15 cents per gallon, the tax rate will be increased by an amount so that the combined state and federal tax rate per gallon equals 33 cents per gallon.

This bill would provide, under the Motor Vehicle Fuel License Tax Law, that if the federal fuel tax is reduced below the rate of 18.3 cents per gallon, the state tax rate will be increased by an amount so that the combined state and federal tax rate per gallon equals 36.3 cents per gallon. This bill would provide, under the Use Fuel Tax Law, that if the federal fuel tax is reduced below the rate of 14.3 cents per gallon, the state tax rate will be increased by an amount so that the combined state and federal tax rate equals 42.3 cents per gallon.

Since this bill permits an increase in the taxes collected under those laws, the ACCC suggests that members oppose this measure.





## **Legislative Review**

*by Ray Fairfield*

Take a look at AB1492, which originally was one of the bills which would have dumped the Smog Check II program. It was amended to exempt cars 30 or more years old from the smog check program, then amended again to make a bunch of declarations. This bill has effectively been watered down to nothing. Sad.

Continuing on a sad note, SB61 and SB679 were killed in the Senate Transportation Committee on April 1. This legislative session started out with such promise for the car collector, but hope is evaporating fast. If we don't keep the pressure on, whatever little bit of momentum we had will be lost, perhaps forever.

Of some interest is Senate Concurrent Resolution 35, by Senator Johannessen, which recognized the 25th anniversary of the Association of California Car Clubs (us), recognized our Legislative Conference in Sacramento, and declared the week of April 13 through 20 to be California Historical and Special Interest Automobile Recognition Week. A copy of this resolution was presented to us during Senator Johannessen's remarks to us during his luncheon talk at the conference.

I would also like to note here that I received a letter from one of our member clubs suggesting that we rethink our support of AB703, which is a bill to raise fines on those caught not carrying the required liability insurance. Please direct your attention to the write-up on AB703 below. I have noted the points made in this letter and withdrawn our recommendation of support, instead suggesting members determine their own position.

I appreciate the time that this club took to respond to our position taken on this bill. All members and member clubs are encouraged to contact me or any other officer or director of the ACCC regarding any of the bills discussed herein or our position taken on them. We always welcome suggestions to improve our effectiveness.

### **AB703, Richter - Vehicles: financial responsibility: penalties**

Existing law imposes specified fines for a first and second or subsequent conviction of a violation of a specified provision requiring drivers to provide proof of insurance. This bill would increase the fines (from \$500 to \$1000 for the first conviction, and from \$1,000 to \$10,000 for a second conviction). My earlier write-ups on this bill suggested that members support this measure. Recently, however, I received a letter from the Orange County Chapter of the Buick Club of America, which suggested that we rethink this position. This letter, written by a car club member/insurance broker, suggested that current law regarding proof of liability insurance is good, but that the fines that can be imposed are too high. The writer states that "by the time an uninsured driver pays the fines (currently up to \$1400) some people don't have any money left to even pay the down payment on auto insurance." The writer suggests a better way would be to keep a reasonable fine provided they came back to court with a 6-month PREPAID liability insurance coverage. I will not attempt to argue this issue further, either pro or con.

This bill is similar to SB61, but with subtle changes.

Existing law, modified in 1994 to create the Smog Check II program, provided for testing at test-only stations, required additional tests at smog check stations, allowed the use of remote sensing to identify gross polluters, and eliminated repair cost limits.

This bill would delete the changes made commencing in 1994, restore former provisions of the vehicle inspection and maintenance law, and make various changes, including prohibiting the use of centralized testing stations, dynamometers, and remote sensing equipment; deleting testing for oxides of nitrogen; requiring Bar90 testing equipment and additional prescribed tests; authorizing pretesting of vehicles; and imposing a \$450 cost limit for repairs.

We love this one too, and we'll recommend that members support this measure.

### **AB801, Bowler - Sales and use taxes: exemption: used vehicles**

The Sales and Use Tax Law imposes a tax on the gross receipts from the sale in this state of, or the storage, use, or other consumption in this state of, tangible personal property, and provides various exemptions from that tax. This bill would provide an exemption from the taxes imposed by that law for the gross receipts from the sale of a used motor vehicle that is required to be registered under the Vehicle Code, but only if the sale is between two private parties.

Some of you will recall the "good old days" when motor vehicles were sold between private parties, without use tax being collected. Wasn't it great? Indeed, isn't this how it ought to be? I wouldn't give much of a chance to any bill which reduces revenue to the state. Nevertheless, we'll wholeheartedly give this bill two thumbs up. The ACCC suggests that members support this measure.



## 1997 ACCC Legislative Conference - April 16-18, 1997

by Ray Fairfield

The 1997 ACCC Legislative Conference was held April 16-18, 1997, in Sacramento. It would be impossible to convey everything that happened during this three-day conference. These remarks will attempt to summarize some of the items that were discussed. Seven past presidents were in attendance. This conference featured a car show on the Capitol steps Wednesday morning, with visits to legislators scheduled Wednesday afternoon.

The conference really got under way Thursday morning. Bill Cather, Assistant Director for Legislation for the DMV, was again present. Bill has been at all our recent Legislative Conferences, and is truly a friend of the hobby. He can help straighten out misunderstandings with the DMV offices, who often don't understand how many of the regulations apply to collector cars. Bill encourages calls. His phone number is (916) 445-9492 or (916) 657-6518.

Beginning this year, proof of insurance is required to register your vehicle. However, no mechanism exists to pull one's registration if your insurance policy expires. Therefore, there is still a loophole for those who obtain insurance only long enough to register their car, then cancel it later.

You've wondered where the \$271 fine for driving singly in the car pool lane came from. Simple. It's a \$100 fine. Add on 170% for court fees and

you get \$271. Isn't it amazing? The CHP doesn't get to keep the fines from tickets it issues. They go directly to the courts, counties, and cities. Of the \$1 billion in fees taken in, 2/3 goes to the CHP and 1/3 to the DMV for running their agencies.

Joe Balzarini, a Lieutenant in the CHP Legislative unit in Sacramento discussed some items of interest. SB470, introduced by Senator Rainey, would dissolve the CHP in Alameda County. Alameda County would then take over all traffic enforcement in their own county. The CHP opposes this, as if this proliferated, would provide inconsistent traffic enforcement throughout the state.

Last year, the CHP issued 93,000 DUI tickets. Statewide, 200,000 DUIs were issued by all law enforcement agencies last year. That's a lot of drunk drivers.

If you're driving the speed limit in the fast lane, you cannot be cited for going too slow (impeding traffic). Any slower, however, they can cite you.

Tom Rothwell, our Tax Issues advisor for ACCC, worked with Advocacion Inc. to negotiate with the Board of Equalization an agreement to change, on a trial basis, the requirement to pre-approve all vendors at a swap meet. The pre-approval requirement had carried a \$1000 fine per violation, and had not been consistently enforced statewide. During this trial period, clubs hosting swap meets are being allowed to submit paperwork after the meet is over. The BOE can then go after anyone they suspect of being in violation of tax policy after the meet is over.

The panel discussion featured representatives from the Federal EPA, Specialty Equipment Manufacturers Association, the Bureau of Automotive Repair, and the California Air Resources Board. Reformulated gas was one of the discussion topics. Federal requirements mandate reformulated gas in several areas of California. MTBE (Methyl Tertiary Butyl Ether) is one of the constituents of reformulated gas, and is the object of heated debate at the present time. In fact, there are bills in the legislature to ban MTBE until health studies are completed. Those present on the panel seemed to have no health concern regarding MTBE.

California has 35 million people, 24 million cars, good weather, and lots of business. All these combine to produce smog. Reformulated gas supposedly provided a 19% reduction in ozone in LA last year, and 22% in the Sacramento and Bay Areas. We burn 25 million gallons of gas every day in the state.

Right now, in Smog Check II, 15% of us in the enhanced program areas (we're not in one) get sent to test-only facilities. These 15% are selected based on a "high-emitters profile", that is car models which have a history of being "high emitters." They will also be based on remote sensing and specific group and age categories. In 1998 we will get dynamometer testing. Aren't we lucky?

Ron Mertz, the president of Ecoscrap, provided an update on scrappage programs in LA. These programs are not popular with car

*Legislative Conference  
Continued on page 16*





collectors, but this guy did a nice job of objectively telling us what they're doing and how they're accommodating the needs and desires of car collectors. Ecoscrap is a subsidiary of UNOCAL. It receives no tax or other public support - it must stand on its own. They have provided a viewing area for hobbyists to come and observe, and make offers on any vehicle they want. They have a website to look at weekly listings of cars scheduled to come in. It is [www.eco-scrap.com](http://www.eco-scrap.com). Also, SEMA has a fax-on-demand number where you can also see a list of cars scheduled to come in. It is (909) 396-0812. Ask for document 990. Or go to [www.sema.org](http://www.sema.org). For a 3-year credit, Ecoscrap gets \$750-850 per car for selling the emission credits. And they pay something like \$600 for the cars. A quick calculation indicates that at an average of \$800 per car, and processing 2000 cars per year, they'll take in \$1.6 million. After paying for the cars coming in, I figure they make about \$600K/year. And you gotta subtract salaries, landlord costs, overhead, etc. They're making a profit, but not a big profit. I think the guys making out are those buying the credits.

It's always a pleasure to have Chuck Cole, President of Advocation (our lobbyist) come and address our conference. Chuck is himself a car collector, and a great friend of the hobby. To have him represent us in Sacramento is really icing on the cake, because Chuck really has fingers on the pulse in Sacramento. Chuck discussed the legislative climate with the new members of the legislature, and what this means to car collectors. In 1990, term limits passed. This has

resulted in a dramatic change in Sacramento, particularly in the Assembly. There is a 6-year limit in the Assembly. The 80 member assembly is now comprised of 16 members with 4 years tenure, 30 members with 2 year tenure, and 34 members who are brand new. This results not only in legislator turnover, but also in staff turnover. There is a constantly changing system or relationships and trusts.

Senators Haynes, Mountjoy, McClintock, Floyd, and Johannessen are true friends of the hobby. You should be contacting your Senator and Assemblyman, and telling them of your problems with smog tests. Tell them to support SB772, which eliminates the visual test from the smog program. Invite them to parades where your cars will be seen. Schedule a meeting with them in their district office. Discuss SB42, which exempts cars 25 or more years old from the smog program. Advocation is working with the Governor's office to iron out the issue of whether this exemption should be 25 or 30 years. (Editorial note: SB42 isn't looking too promising at this time.)

The big issues in the legislature this year are education and welfare reform. The legislators have no heart to make the poor pay big bucks to fix old cars. So bills which provide funding to fix cars which flunk the smog test are unlikely to pass this year.

Jan Silver, from the DMV, discussed policy and procedures at the DMV, and registration issues, always an interesting topic for club members. Beginning this year, changes were made to the planned non-op program (PNO). It now costs \$10, but it's good until re-registration. There is no 4-year drop-off from the DMV data base. Also, we are now allowed up to 90 days after expiration of registration to do a PNO, with light penalties. After 90 days, a PNO cannot be done. Also, if you wish to see the registration history of a vehicle, you can request one for either \$5 or \$10.

The conference concluded with a tour to the CHP training facility, which included a visit to the CHP museum, a tour of the facility, a demonstration of driving on the test track, and a tour of the firing range.

The luncheon talks were presented by Senators McClintock and Johannessen. Senator McClintock discussed a bit of the history of democracies, and how (where) he views the US government when looked at in a historical perspective. He believes that we are at a crossroads. Either we get our act together now for more responsible government, or we're in for big trouble. Senator Johannessen, also a car collector and a friend of the hobby, discussed some of the problems faced today by car collectors in the present regulatory climate, and his efforts to reduce the burden on the car collector.

As always, the conference was informative and valuable to all present.

# USEFUL LIFE OF YOUR PACKARD'S BATTERY

By K.L. Martin B.Sc.  
London England



Very few car batteries are replaced because they stop working. In almost every case the battery is replaced because it doesn't work well enough anymore. What is generally not realized is that something can be done at this stage which may well prolong the useful life of the battery--quite often by many years, and that the same treatment carried out earlier in the battery's life may well have stopped the symptoms from occurring in the first place.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell when the battery is not fully charged. Even the slightest discharged condition allows both plates to react slowly with the sulfuric acid electrolyte to form lead ions. It is these lead ions which cause problems as they combine with sulfate ions in sulfuric acid to form highly insoluble lead sulfate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way -- only the "sulfating" stops the battery delivering enough power to start the car.

This sulfating can be effectively removed, or prevented, by adding to each cell a chemical called tetrasodium ethylenediaminetetraacetate (often abbreviated to tetrasodium EDTA). This chemical forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and the EDTA ion is not particularly stable in the acid medium of a battery but when it breaks down again any lead sulfate re-generated tends to drop to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity. Any regenerated EDTA ions are free to continue their work.

As can be seen from the above, treating a battery with tetrasodium EDTA is likely to be most effective when the battery, like in our Packards, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if your Packard is used for just short trips, is infrequently used, or has suffered from an inefficient generator. Treating with the chemical can also help keep an original battery in use, and can help in bringing back into use a stored battery.

To treat a battery with Tetrasodium EDTA you simply take a fully heaped tablespoon full of the powder, divide it up and add to each cell. This assumes an average size battery but the exact amount is in no way critical. What you should do is to use your car normally for a few days, or agitate the battery frequently for a few days, and then give it a thorough charge to build up on the cleaned plate areas.

On the assumption that sulfating has been affecting the performance of your battery, an increased performance will be noted from here on.

Over the past few years, many thousands of European car enthusiasts have used tetrasodium EDTA with great success on their batteries. You may wish to do the same by purchasing some of the chemical and giving it a try.

Editor's Note. This chemical is known locally as EDTA and is available at some Calgary chemical wholesalers who do not deal in small lots. I have not been able to find someone who will sell in one pound or less. If you find a source please let your editor know and we'll publish it in a future Request.



*Packards of Chicagoland proudly presents...*

# The Packard Afghan

*Designed by William H. Teeple and featuring the following Packards:*

- 1899 - The First One
- 1925 Six
- 1932 Deluxe 8
- 1936 Standard 8
- 1946 Clipper
- 1949 Super Deluxe
- 1954 Caribbean
- 1956 Patrician

This beautiful, full color, custom afghan is a warm gift idea that is sure to become a treasured heirloom. The Packard Afghan is offered exclusively by Packards of Chicagoland and is available for only \$50.00

## Packards of Chicagoland

395 N. Illinois Avenue • Villa Park, IL 60181

(630) 279-5242 Hours: 6pm-10pm (Central)

100% pre-washed cotton, machine washable, 50" x 65", made in the USA by Riddle & Cockrell, Inc.

**Order Today — Quantities Are Limited!**

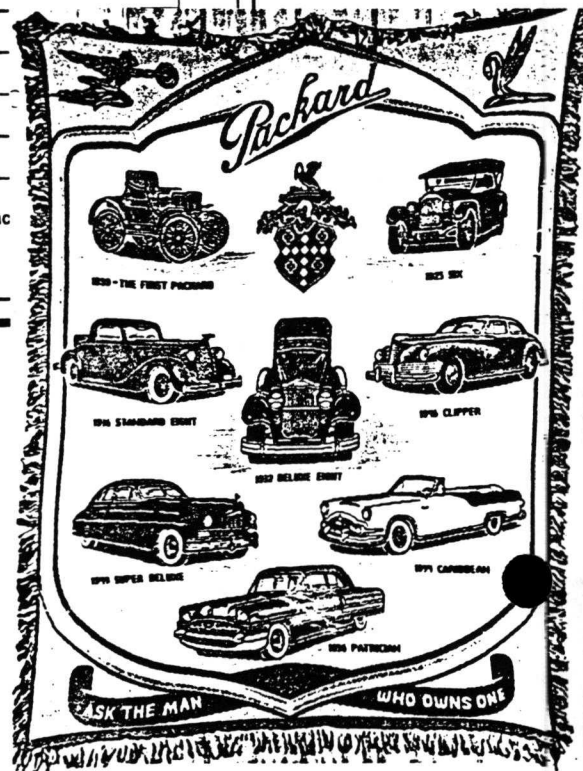
QTY	AFGHAN COLOR	PRICE	TOTAL
	BLACK, SAPPHIRE BLUE, RED AND NATURAL	\$50.00	
		MERCHANDISE TOTAL	
		SHIPPING	
		TOTAL ORDER	

There is a charge of  
\$5.00 for each afghan  
shipped.

NAME:
MAILING ADDRESS:
CITY:
STATE & ZIP:
PHONE NUMBER:

Method of Payment:  
Check or Money Order made payable to: Pac

**Thank you for your order!**



## **WANT ADS**

**NEEDS.** 1937 120 hood side vents (two or four).  
José Vazquez phone 01152 66 341344, Tijuana,  
Baja California. (2/97)

**FOR SALE.** 22<sup>nd</sup> Series Packard Limo Plus,  
complete parts car, chassis restoration, except  
engine. Many other parts finished. Needs  
assembly. Asking \$9,000. Fred Raagland,  
619-723-5324. (2/97)

**FOR SALE.** 1949 Packard, original upholstery.  
Very good condition. Transmission and engine  
completely rebuilt. Many accessories. \$7,000 firm.  
Andrew Cross. Call Fred Perkins, 619-966-0190.  
(2/97)

**FOR SALE.** 1951 four-door sedan. A driver in  
reasonable condition. \$2,000. Call Fred Perkins,  
619-966-0190. (2/97)

**FOR SALE.** 1947 Custom Super Clipper, seven-  
passenger sedan. Approx. 10,000 miles on  
completely new transmission and rear-end.  
Excellent condition. Stereo & air conditioning.  
Craig Pearson, res: 619-743-6788, bus:  
619-753-9052. (2/97)

**FOR SALE.** 1930's Packard ('35 or '37?) Doesn't  
know series. Other parts cars, as well-Studebaker,  
Gran Paige. Steve Grasselli, 619-789-6145. (2/97)

### **NEW FROM SAN DIEGO REGION**

1950s Packard Outer Handle Retaining Plate  
Lock. Individual: \$25.50; 2-piece set: \$46.75;  
4-piece set: \$72.25. To order, call Tony Collins  
(619) 530-1404 or FAX (619) 530-2123.



COLIN D. FORT, AEP CTFA  
Vice President  
San Diego Regional Manager

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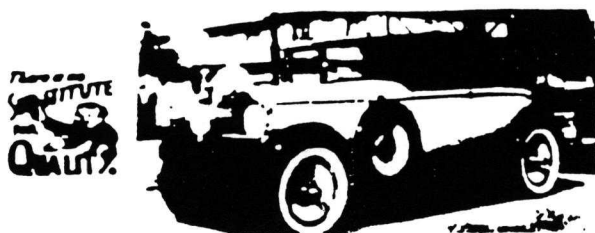
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