

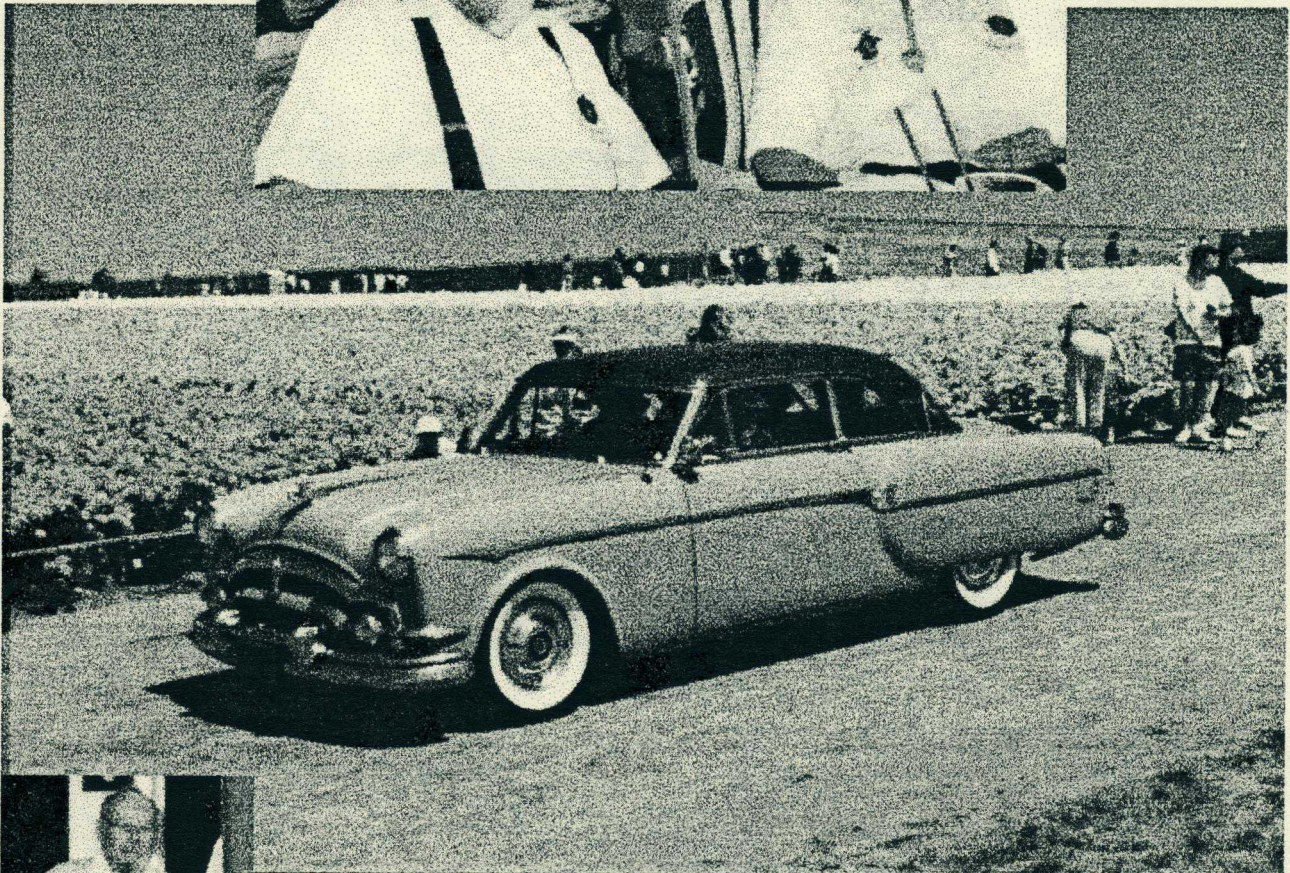
PREDICTOR

PACKARDS INTERNATIONAL
MOTOR CAR CLUB

SAN DIEGO REGION

Volume 29

July 1998



IN MEMORIAM

Lloyd Evert King

Founder

San Diego Region

Packard Motor Car Clubs, Inc.

2-22-24

6-2-98

Your Board



THE PRESIDENT'S MESSAGE

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San Diego Regional Office

619/530-1414(wk)

On June 2nd, 1998, we said goodbye to our friend, Lloyd King! He was a founder and staunch supporter of Packards International and particularly the San Diego Region. An International Winner, Board Member and supporter. WE WILL MISS HIM. Our thanks to Mark Rothermich who presented the Region's Remembrance at the services.

The J. Paul Getty Museum is a reality on the 18th of October. Don't be left out. Out of 47 seats, only 14 left! I knew that this one would be a popular one. The "early bird" drawing was held and Joe and Pauline Whitaker won a free trip. CONGRATULATIONS! It will be good to see them again. Need money from 17 people to hold your seats. Only money counts here.....

Spaces still available for "FOREVER PLAID" on July 12th. Please call me right away if you can join us. Lunch will be on you at the Guadalajara Restaurant. Packards will be guarded in the parking lot, so enjoy a great Sunday afternoon.

Another new member joins our ranks and we wish to welcome him. Kaj Leonard hails from Oceanside and owns a 1955 400 hardtop that is under restoration. Give him a buzz at 760/721-8242 and see if you can be of service.

Need 2 garages for the garage tour on August 23rd. Can we come look at your work? Fred Perkins will not be hosting the Packard garage this year. Let's make this a participatory fun tour.

Congratulations to Howard and Betty Eberly on their marriage this May. Everyone sends LOVE AND CONGRATS!!!

National Tour in our nearby region in Arizona should be a Blast Oct. 26-31. Tony and I are going. I think Les and Alice too. Let's drive over together. Make your reservations now.

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July 1st

Carrows Restaurant
9152 Mira Mesa Blvd.
Dinner at 6:00pm
Meeting at 7:00pm

Come see what's happening in
the club, say "hi" to old
friends, meet new ones and
bring along a friend to join the
fun.

SEND YOUR MONEY/CHECK TO
BJ HILL AT 9030 CARROLL Way
#1, SAN DIEGO, CA RIGHT
AWAY. YOU WILL NEVER HAVE
THIS OPPORTUNITY AGAIN. THE
REGULAR PRICE IS NOW \$33.00.
JULY 1.

Cars will be guarded in
the parking lot.

Lunch will be at
CASA GUADALAJARA in
Old Town

TWO PEOPLE WILL GO AT FREE
COST. EARLY RESERVATION GETS
2 CHANCES AT FREE TICKETS. THE
DRAWING WILL TAKE PLACE JUNE 10.
THAT'S A \$50.00 DEAL!



Packard's
INTERNATIONAL

SAN DIEGO REGION

Is Going Plaid!

It's a Plaid, Plaid, Plaid Plaid, World

Come and join us on Sunday, July 12 at 3:00 what CBS-TV calls "the happiest show in town."
FOREVER PLAID at The Theatre in Old Town! After performing to rave reviews across the country and
around the world, **FOREVER PLAID** is coming home to San Diego.

FOREVER PLAID is the fast-paced musical comedy about four irresistible harmony singers who finally realize
their dream. This hilarious look at the guy groups of the 50's includes breathtaking renditions of 29 timeless
hits of the era--as well as the entire Ed Sullivan Show re-enacted in 3 minutes and 11 seconds! Musical selec-
tions include such favorites as *Day-O*, *Lady of Spain*, *Papa Loves Mambo*, *Moments to Remember*, and of
course, *Three Coins in a Fountain*!

FOREVER PLAID is produced by Miracle Theatre Productions, Julia Holladay Productions Inc. and Aruba
Productions, in association with The Old Globe Theatre. The producers are thrilled to have assembled the
original creative team to mount this production: original creator/director Stuart Ross directs; Set design is by
Neil Peter Jampolis; costume design is by Debra Stein, and lighting design is by Jane Reisman.

FOREVER PLAID is an evening of great music and great fun you won't soon forget. Our special group
Reg \$33.00 OUR PRICE \$25.00 For more information, contact BJ Hill/San Diego Region
619 530-1414 CENTER SECTION



SEMA ACTION NETWORK

Legislative & Regulatory Issues

Emission Standards & Inspections

State emissions inspection and maintenance (I/M) programs are becoming a source of many problems for enthusiasts as standards are made more stringent and procedures lead to more bureaucratic run-around. For example, these programs should not hold older cars to inspection standards they were never manufactured to meet. Additionally, older classic and antique cars should be exempt from testing and the process of determining these classifications should be closely scrutinized. Visual inspection procedures and anti-tampering regulations must allow for legitimate aftermarket products by accepting California Air Resources Board 'Executive Orders' (EO's) and U.S. Environmental Protection Agency (EPA) Memorandum 1A approval. State regulations should also allow for engine switching per existing EPA guidelines. Furthermore, programs that seek to encourage retrofitting older cars with modern pollution control technology should be supported. We are also vigilant concerning I/M and registration restrictions that are really being used to push retirement and destruction of older vehicles.

Equipment Standards & Inspections

Most states have minimum vehicle equipment standards and many states maintain a periodic inspection program to enforce these standards. Common problem areas include unreasonably restrictive regulations on lighting, bumper height and suspension modification, window tinting, and tires/wheels. Also causing problems are inspection procedures which are biased against aftermarket products and modifications. Vehicles should not be held to equipment standards they were never designed to meet. Additionally, equipment which complies with applicable Federal Motor Vehicle Safety Standards should not be prohibited. Inspection regulations should not create a bias by uniformly favoring original equipment manufacturer (OEM) products, but should be based on objective criteria and data. Finally, standards and inspection procedures for collectible vehicles should be distinct from other vehicles.

Scrappage

As intrusive mobile source emission control measures, such as enhanced I/M, "no-drive" days and mandatory car pooling generate public opposition, vehicle scrappage programs (previously known as "clunker") become more appealing to state legislators and regulators. Scrappage programs accelerate natural vehicle retirement by allowing for the purchase of cars from owners -- vehicles are then typically crushed into compact blocks of scrap metal. Scrappage programs must be actively opposed, especially those that simply target "old cars," exclude recycling/repair/retrofit provisions, fail to allow resale of collectible cars, utilize emission estimates instead of actual emission values, and rely on public tax dollars.

Suspension Restrictions

Legislators and regulators have sought for years to address variances in bumper heights. Any restriction on vehicle height should be based on the industry accepted policy as set forth in the policy statement of the American Association of Motor Vehicle Administrators. Standards should not create a bias by uniformly favoring OEM products, but should be based on objective criteria and data linked to proven safety hazards. Inspection procedures must be objective, reasonable, and unbiased against aftermarket modifications. Any equipment/application prohibitions should be supported by solid evidence demonstrating a need for the standard.

Inoperable Vehicles

As urban sprawl continues, localities are enforcing strict property laws that include restrictions on visible inoperable automobile bodies and parts. Clear distinctions must be made in these laws between an owner using private property as a dumping ground and a car collector working to maintain, restore or build a collectible vehicle.

Lighting Equipment

State police are putting increasing pressure on state regulators and legislators to prohibit optional lighting equipment. Any use limitations or prohibitions on optional lighting equipment or accessories (blue dot tail lights) must be reasonably related to a proven safety hazard. Under no circumstances should optional lighting equipment be entirely prohibited from sale. There are many non-road uses for optional lighting equipment, including off-road and exhibition use, for which consumers should be able to purchase such equipment. Additionally, minimum and maximum lighting height restrictions should be closely scrutinized and Federal Motor Vehicle Safety Standard #108 should provide the basis for any required lighting standard.

Specialty Vehicle Definitions/Registration/License Plate Requirements

As the popularity of street rods, kit cars, modified, antique, and classic vehicles continues to grow, legislators and regulators are targeting them for motor vehicle records, tax purposes, and inspection requirements. For instance, a modified vehicle that was once a salvage vehicle may be required to list that information on its vehicle title. Also, many localities will tax a vehicle on its market value which only the hobbyist may be able to ascertain. Furthermore, many state inspection programs will exempt specialty cars based on a specific statutory or regulatory definition. The definitions must be carefully developed. And finally, owners of specialty vehicles are often required to go through a separate registration process and maintain a unique license plate signifying it as such. Statutory and regulatory definitions of these vehicles should conform to hobbyist criteria, registration requirements should be no more burdensome than other vehicles, and license plate requirements and tax estimates should consider hobbyist concerns.

Window Tinting

State police are putting increasing pressure on regulators and legislators to prohibit certain grades of window film. Any restriction on window film should be based on the industry accepted policy of 35% light transmittance on all windows except the windshield.



PACKARDS International MOTOR CAR CLUB, SAN DIEGO

proudly presents the

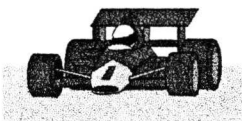
G. Paul Getty Museum Tour

On Sunday, October the 18th, we will board a Sundance Bus and visit the new, beautiful G. Paul Getty Museum. There are only 47 seats available and 6 are already sold, so don't be left off the bus by not reserving you seat early. Only 41 left!! The only way to reserve is cash or check, no phone-in's. Adults are \$25 and children 10 under are \$18. Mail your reservation and check/cash to BJ Hill right away. When the bus is full, "that's all she wrote"!

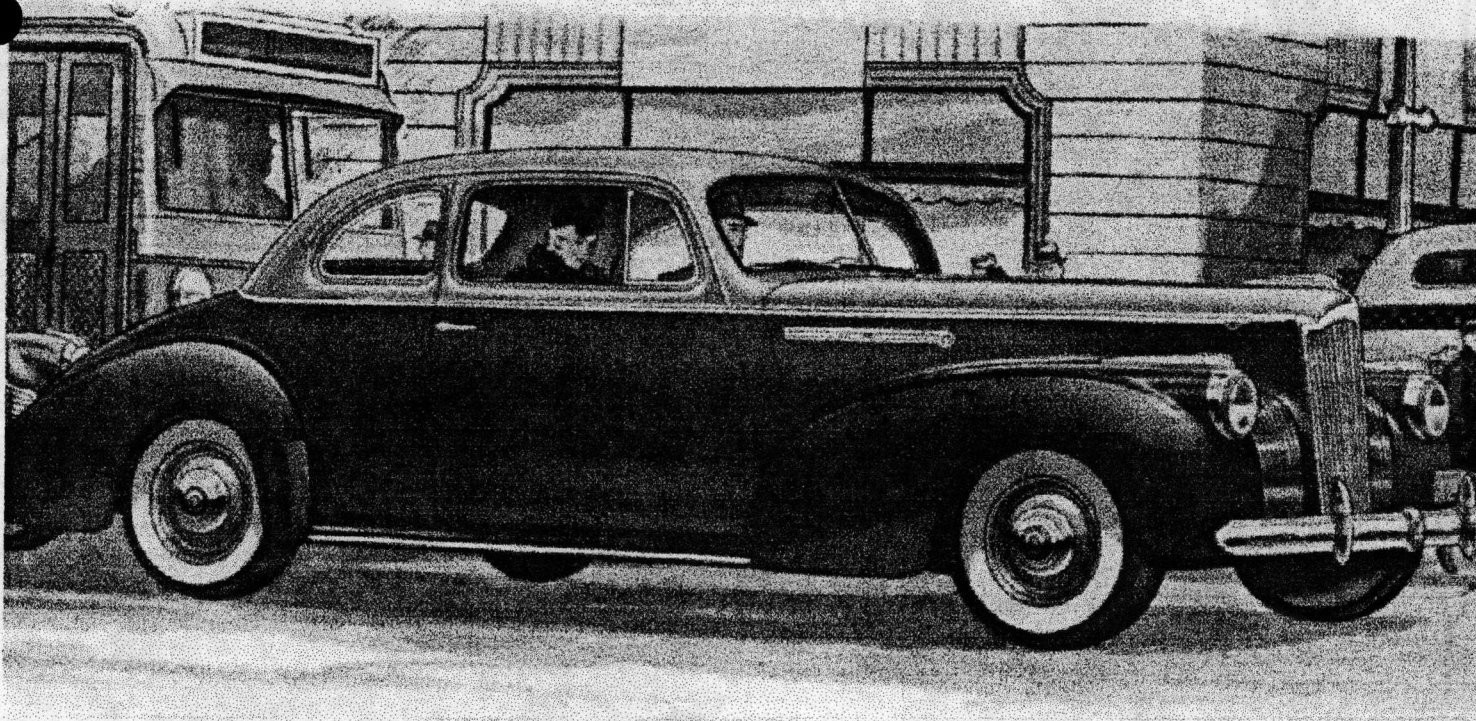
SCHEDULE:

- 8:00 a.m. Leave Park n' Ride at Hwy 5 & Gillman
(wear comfortable walking shoes)
- 8:20 a.m. Leave Park n' Ride at Hwy 78 & Hwy 5 in O'side
(fruit, juice and muffins on the bus)
- 10:30 a.m. Arrive G. Paul Getty Museum
(ready to enter the front door/reservations)
- 12:00 p.m. Lunch on your own at the museum
(several places to buy or bring your own)
- 4:30 p.m. Leave G. Paul Getty Museum
(apples, cookies and juice on the bus)
- 6:30 p.m. Arrive at Park n' Ride at Hwy's 78 & 5
- 6:50 p.m. Arrive at Park n' Ride at Hwy 78 & Gillman

The proceeds from this Regions tour will go to sponsor an entry of the Boys & Girls Club, Soap Box Derby for 1999.



PACKARD - *the Class of '41*



1997 Successes

- **California:** Auto enthusiasts and the industry celebrated a significant legislative victory when California Governor Pete Wilson signed into a law a bill (S.B. 42) exempting older vehicles from the state's mandatory emission-inspection program. The new law moves the 1965 exemption cutoff forward to include all pre-1974 vehicles. These vehicles will be exempted from the obligations of the biennial emissions inspection until the year 2003. After 2003, all vehicles 30 years old and older are exempted from inspection. The exemption will also apply to the required inspections due upon transfer of ownership or upon registration of a vehicle previously registered outside the state.

FOR SALE: 1947 Custom Super 8 5 Passenger Sedan, Loaded! Asking \$16,000.00 Contact Frank Stopela 208/336-1020

WANTED: 1954 "359"cu. in. straight eight engine and 1954 Caribbean wheelwell chrome moldings, front & rear. Contact Pat McGill 760/630-0725

FOR SALE: 56 Ultramatic electric shift transmission (less torque converter). Includes shift motor, harness, relays & push button assembly, \$175.00 H. Hedgcock 619/679-7084

FOR SALE: 1956 Packard hardtop, new paint (blue/white), 2 dr., 44,000 miles on engine. Asking \$8,800 or OBO. Contact Anthony Kotcher at, 619/584-7100

For Sale: Original 51-54 factory service manual, (2) Packard wall thermometers, 8x27", one a repo, one represented as an original. All for \$50. Chet Owen 619/444-7354

PREDICTOR

PACKARDS INTERNATIONAL
MOTOR CAR CLUB
SAN DIEGO REGION
9030 Carroll Way #1
San Diego, CA. 92121

7/98

ADDRESS CORRECTION REQUESTED




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Regional Vice President

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(619) 515-3410 • FAX (619) 615-4864 • cfort@firstam.com

Century 21

Rick Hagen
REALTOR®



Award

5640 Baltimore Dr.
La Mesa, California 91942
Business (619) 668-4494
Fax (619) 465-2438
24 Hour (619) 682-8692

Each Office is Independently Owned And Operated

Office 1995

<i>Reproduction Parts</i>	<i>Used Parts</i>
1935-1942	1935-1942

Packard Parts
JUNIOR MODELS & SENIOR
EST. 1978

WALLACE WALMSLEY (619) 283-3063	4732 BANCROFT ST. #7 SAN DIEGO, CA 92116
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Editors note; Send your ads, address changes, interesting information or anything you wish to share with the club to;
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Oceanside, CA 92054
charles@connectnet.com