

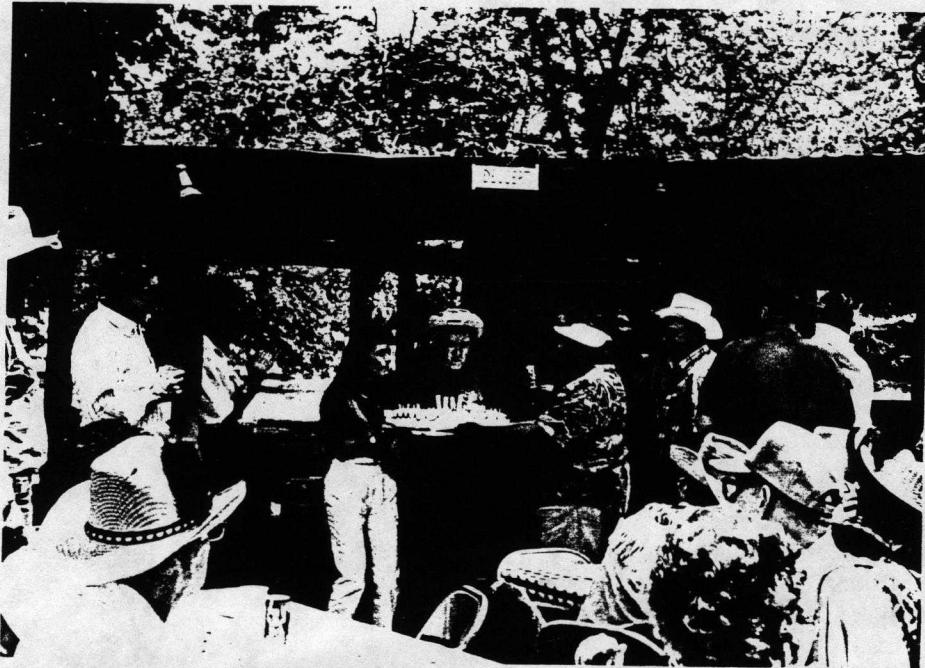
PACKARDS INTERNATIONAL MOTOR CAR CLUB

# *Predicator*

**VOLUME 18**

**MAY 1992**

**SAN DIEGO REGION**



**Happy Birthday, Dorothy Hagen  
Hagen Ranch Party  
April 25, 1992**

## BOARD FOR 1992

President:	Casey Groenendal	465-6742
Vice-President:	B.J. Hill	530-1414(B) 451-0670
Secretary:	Mignon Gantert	747-7448
Treasurer:	Ken Yankee	277-5659
Historian:	Linda Bittner	566-8618 597-2627(B)
Membership:	Fred Spector	438-2365
Museum Rep:	Theresa Groenendal	465-6742
National Bd. Rep:	Joe Whitaker	263-1229
Projects:	Mark Rothermich	583-2369
<i>The Predictor:</i>	Bobbie McNicol	693-8000
New Member Rep:	James Dahmann	743-1395
Tours/Activities:	Gene Gantert	747-7448

## EVENTS AND TOURS

May 4	Board meeting, home of Joe Whitaker, 7:00 p.m.
May 6	Regular meeting, Marie Callender's, I-15 and Miramar Road, Holiday Inn, 7:00 p.m.
May 24	Fallbrook Car Show, Tour Leaders: Denise and Bruce Newton
June 3	Regular meeting, Marie Callender's, I-15 and Miramar Road, Holiday Inn, 7:00 p.m.
June 20	Vista Steam Engine Tour, Tour Leader: Karl Ramsing and Carl Petersen
June 21	SoCal Swap Meet, Cypress
June 23	National Tour Meeting, B.J.'s house

## PRESIDENT'S FORUM

### PACKARD MEMBERS:

Casey and Theresa are well on their way through California, Oregon, and Washington. The plan was to begin the Alcan Highway on May 1. We will hear from them from time to time, and we wish them God's speed.

Most of you are aware of the tragedy that hit Linda and Rick Bittner and Susie. The funeral for Susie's husband Eric was Wednesday, April 29. All is well, and Susie is spending 10 days with her dad. I wish to thank all of you that have contributed to Susie's trust fund to help her with a "set of wheels" to get her to work. We will

hold the fund until the May 6 meeting for those of you who wish to add to it.

Our thanks to the Pierce-Arrow members and the Southern California Packard members that also contributed to the fund.

My personal thanks to all who "jumped in" to make the Hagen Ranch Tour the success that it was. Rick knew that we would fill in for him. AND YOU DID!

This issue of *The Predictor* is heavy in legislation. The letter that was published from another car club was partly correct. I called the maker of the Bill and you have a copy so you can read for yourself what is true.

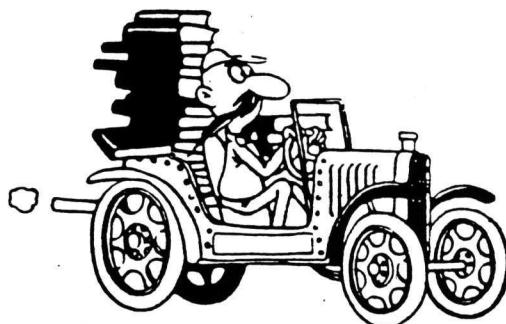
CCCA has provided some other legislative information that I felt you would like to know about. It is a good organization for our support.

Don't miss this month's regular meeting at Marie Callender's. Jerry Sellers will be presenting AUTO TRIM RESTORATION.

**SEE YOU AT FALLBROOK** Support our new Tour Leaders, Bruce and Denise Newton. It is their first time!

*Prexy Pro Tem,*

*BJ*



## LITERATURE FAIRE & EXCHANGE



Southern California Chapter  
Society of Automotive Historians, Inc.  
presents its 9th Annual Automotive  
LITERATURE FAIRE & EXCHANGE

**June 28, 1992**  
**PASADENA CITY COLLEGE**

Colorado Boulevard at Hill Avenue

★ **FREE ADMISSION** ★ **FREE PARKING** ★  
Restricted to automotive literature, memorabilia & small collectibles. No parts allowed. Vendor spaces (20 x 20 feet) are \$15 each. For information: Jeff Minard 310/545-1070 -- 2808 Oak, Manhattan Beach CA 90266.

**THE LARGEST EVENT OF ITS KIND ON THE WEST COAST**

# 27th ANNIVERSARY VINTAGE CAR SHOW FALLBROOK

**Sunday, May 24, 1992**

Fallbrook High School

**Tour Leaders:**

Bruce & Denise Newton  
(619) 967-2720 (home)

**Coffee and doughnuts**

**Picnic lunch at 12:00:  
Chicago hot dogs and  
lemonade, provided by  
Region**  
**Bring a salad or dessert  
(no chips/dips)**

**Stop by "Our Car"  
1956 Packard Patrician**



*Also on Same Field:*  
**CAR AND PARTS EXCHANGE**  
**6:00 A.M. to 3:00 P.M.**

**Packard Booth Sp. 40**

**Bring your parts to sell, but  
please label and price them!**



**Directions:**

≡ Get out your Thomas Guide

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## WELCOME, NEW MEMBERS!

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**Dennis Brewer** is one of our newest members. He joined in November, 1991, and has owned his 1948 22nd Series Packard for about six months now. Dennis is single, and works as a Software Engineer. Originally from Missouri, he has been interested in Packards since high school. He purchased his Packard locally by responding to an ad in the local newspaper. He is not a mechanic, but plans to keep the car very nice. If cost were not a consideration, Dennis would own either an old brass-era Packard or a plush 1936 or 1937 model.

**Rathburn Webster**, also one of our newest members, is a San Diego native, and works as a facilities manager for Xerox. When about five years old, he got a ride in a Packard owned by the grandson of Ellen Browning Scripps. From that, he developed an interest in Packard as the car to have. He had been acquainted with a family that owned a 1951 Packard since it was new. The original owner wanted Rathburn to have it, since he had expressed an interest in Packards. "I actually refused to buy it several times before I gave in and purchased the car," said Rath. "I'll take very good care of it now that I have it," he said. Rath's grandfather worked in the automobile industry as well, founding the Mother Spring Company, which provided springs for various automobiles.

"If cost were no consideration, oh, wow! I would get a BIG '20s Phaeton or a 1956 Caribbean convertible. Two big extremes in Packards," he said.

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## MEMBERS RETURN TO CLUB

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Robert Dougherty, M.D.  
P.O. Box 337  
Poway, CA 92064

Peter and Susan Haviar  
2717 Azalea Drive  
San Diego, CA 92106-1132  
(619) 223-7560

### *Going home . . .*

How many times have you heard that phrase? What does it mean to you? Let me take a minute to fill you in on what it's like to leave a place you called home for 14 years, and go back to where you spent 30 of your 46 years on this planet.

It really took a very short time to realize that you're not in southern California any more. I think three days after we arrived it snowed 18 inches, and our stuff was still on the moving van! We were lucky enough to lease a house, and it was empty and waiting for us. The house is right behind my mom's and dad's house, in the very same neighborhood in which I was raised. One nice thing: I still know half of the neighbors. If I heard the phrase WELCOME BACK TO COLORADO once I heard it a thousand times. I might add, I heard this phrase while I was shoveling that white stuff.

It was great to be around the family again, and the holidays were like old times. But I really must admit we both missed you guys.

It's not easy getting used to a new job. The town has changed a lot, and the highways are a mess. I won't even comment about the drivers. Claudia also had a new experience of driving on snow, but I must say she does just great.

The birds seemed to adjust fine. The last couple of weekends I have been building an outside aviary so when the weather warms up they can go outside.

I haven't even seen a PACKARD! There are a lot of old cars out here, but I haven't seen any thing to brag about. I hope when the weather gets better we will see some on the road. I also have made arrangements to buy back my coupe so *OLD GREENFENDERS* will have a new home soon.

I can't begin to tell you how much we both miss you guys. We have done some fishing and we even found a track to race the go kart. We are buying the house I told you about, and have plenty of room for company. When the snow is gone, Colorado is really a pretty place to be. The mountains can take your breath away.

I am not sorry about the move and things seem to be falling in place, but I must admit I miss you guys.

*Lots of love,*

*Tony Greenfenders*

**Hagen Ranch  
Work Party  
April 18, 1992**



B.J. Hill giving directions  
(as usual)  
Scott Johnson (new member)  
"put right to work"



Digging the barbecue pit!

David Hagen "digging the pit"  
Mark Ballerini "guess what!"  
More Hagens supervise

Dorothy Hagen and Rick Bittner  
serve lunch



WILLIAM V. ROTH, JR.  
DELAWARE  
104 HART SENATE OFFICE BUILDING  
TELEPHONE: 202-224-2441

## United States Senate

WASHINGTON, DC 20510

COMMITTEES  
GOVERNMENTAL AFFAIRS  
FINANCE  
BANKING, HOUSING AND URBAN AFFAIRS  
JOINT ECONOMIC COMMITTEE

Barbara June Hill Ed  
Packards International  
San diego Region  
9030 Carroll Road Ste 1  
San Diego, Ca 92121

Dear Dr. Hill,

Thank you for contacting my office to express concern over a bill I introduced in 1990 to promote fuel efficient automobiles and clean air. There has, perhaps, never been a piece of legislation to have been more misunderstood than S. 2237. Unfortunately, out of date and inaccurate information about this bill has unnecessarily alarmed people. I appreciate the opportunity to clear up any misunderstanding that you might have.

First, I want to make it absolutely clear that S. 2237 would not have forced you or anyone else to get rid of your antique automobile nor would you have had to modify the emissions equipment of your antique car if you wanted to keep driving it. The program that the bill would have instituted was strictly voluntary. Second, S. 2237 is not a current bill, as I have been concerned with the misconceptions of the bill.

Under the bill, if you had a pre-1980 car that you decided to trade in on a new car, my proposal would have increased the value of your trade in. Obviously, if you are a collector of antique cars and have invested much time and money in preserving your car, you would not be interested in trading it in on a new car! But, if you had a pre-1980 car that you chose to trade in, the trade in value would have increased because the manufacturer of the new car would have gotten a valuable mileage credit toward his Corporate Average Fuel Economy (CAFE) average. Let me explain: All car manufacturers are required by federal law to maintain certain minimum fuel mileage averages on the cars they sold in the U.S. If a manufacturer falls below this average, he has to pay a fine. If his average exceeds the standard, he receives a credit. Accumulating credits provides the manufacturer with flexibility in meeting the standard.

My legislation was intended to give the manufacturer the opportunity to obtain credits in a new way and at the same time save the consumer money. The value of your trade in would have been determined by a formula comparing the fuel efficiency of the old car you were trading in to the fuel efficiency of the new one you were interested in purchasing. The more miles per gallon that the new car averaged compared to the trade in, the more money you would have received for the trade in. In some cases, the trade in could have been worth as much as \$1,500. My legislation required the manufacturer to pass on the full value to the customer. This would have been good for the manufacturer because he would get credits for replacing a more fuel efficient vehicle for one that is less so.

I assure you that my intentions with S. 2237 were strictly to try to help the consumer save money and help stimulate sagging auto sales, while also protecting our environment. It is estimated that 15 to 30 percent of the polluting hydrocarbons emitted into our atmosphere each year come from pre-1980 cars, contributing significantly to unhealthy air.

I understand that many individuals depend on older cars for daily transportation. That's why my proposal was strictly voluntary. No one would have been forced to trade. However, it was my hope that my bill would help make it more affordable for people who chose to trade in their older car to do so.

I hope this clears up any misunderstanding that you might have about S. 2237.

Sincerely,

William V. Roth, Jr.  
U.S. Senate

To amend the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 1901 et seq.) to authorize the Secretary of Transportation to take action to encourage the removal of certain model year vehicles from use.

IN THE SENATE OF THE UNITED STATES

MARCH 6 (legislative day, JANUARY 23), 1990

Mr. BOTT (for himself, Mr. KASTEN, and Mr. SYMMS) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To amend the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 1901 et seq.) to authorize the Secretary of Transportation to take action to encourage the removal of certain model year vehicles from use.

1       *Be it enacted by the Senate and House of Representa-  
2 tives of the United States of America in Congress assembled,*

3       SECTION 1. REMOVAL OF CERTAIN MODEL YEAR VE-  
4 HICLES FROM USE.—Title V of the Motor Vehicle Informa-  
5 tion and Cost Savings Act (15 U.S.C. 2001 et seq.) is  
6 amended by adding at the end the following new section:

“REMOVAL FROM SERVICE OF CERTAIN MOTOR VEHICLES

2       “SEC. 513. (a) Prior to the expiration of the 90-day  
3 period following the date of the enactment of this section, the  
4 Secretary shall issue such regulations as may be necessary to  
5 establish and implement a program encouraging the removal  
6 from use and the marketplace of motor vehicles manufactured  
7 prior to model year 1980.

8       “(b) Such program shall provide that any motor vehicle  
9 dealer who receives, as a trade-in on the sale by such dealer  
10 of a new motor vehicle, a motor vehicle of a model year prior  
11 to model year 1980, may remove such motor vehicle from  
12 use and the marketplace.

13       “(c) Such regulations shall further provide that upon  
14 certification by the motor vehicle dealer to the Secretary that  
15 the engine block and the chassis of the motor vehicle have  
16 been removed from use and the marketplace and destroyed in  
17 accordance with such program, the manufacturer of the new

18 motor vehicle shall receive a credit to its corporate average  
19 fuel economy. Such credit shall equal the difference between  
20 the fuel economy of the new motor vehicle, and the motor  
21 vehicle removed from use and the marketplace.

22       “(d) Regulations under this section shall require proof  
23 from the motor vehicle dealer that the motor vehicle was  
24 destroyed in accordance with the regulation, and that the ve-  
1 hicle's identification number was removed from the regis-  
2 tration list of the appropriate State or States.

3       “(e)(1) Such regulations under this section shall require  
4 the motor vehicle manufacturer to calculate and transmit to  
5 the Secretary the financial value per gallon credit.

6       “(2) No later than 30 days after receipt of the calcula-  
7 tions under paragraph (1), the Secretary shall—

8           “(A) review and approve such calculations to de-  
9 termine if they are in accordance with regulations; and

10           “(B) if approved under subparagraph (A), publish  
11 such calculations in the Federal Register.

12           “(f) Such regulations shall require—

13           “(1) the motor vehicle manufacturer to rebate the  
14 financial value to an individual who traded in a motor  
15 vehicle of a model year prior to 1980 described under  
16 subsection (b);

17           “(2) that an individual trading in a motor vehicle  
18 shall have evidence that such vehicle has been regis-  
19 tered and in use for 1 year prior to the date of trade-  
20 in; and

21           “(3) that an individual who purchases a new  
22 motor vehicle and certifies that the motor vehicle of a  
23 model year prior to 1980 was not traded in but was  
24 destroyed, shall receive such financial value.

1       “(g) Any person violating a regulation promulgated  
2 under this section shall be subject to a civil penalty assessed  
3 by the Secretary in an amount not to exceed \$2,000.

4       “(h) No credits shall be given under this section on or  
5 after January 1, 1994.”

# LEGISLATION

Bills submitted to the Legislature this session that could affect your driving and/or your automobile.

## Introduced in the Assembly

**SB 280 MOORE** Would require that a \$300 penalty be imposed only upon an owner who fails to take corrective action for the use of heavy-duty motor vehicles determined to have excessive smoke emissions.

**SB 636 BURTON** Would make provisions requiring the DMV to suspend a person's driver's license for 30 days for a conviction of driving under the influence of alcohol or drugs.

**SB 1419 LEMPERT** Would amend a section of the Revenue and Taxation Code. Existing law imposes a vehicle smog impact fee of \$300 on a person making application to register a motor vehicle in this state, with specified exceptions, which was previously registered outside this state. The fee does not apply to a motor vehicle certified as a new motor vehicle sold in this state. This bill would increase the fee to \$600.

In addition to any other fees and taxes required to be paid by the Vehicle Code and the Revenue and Taxation Code at the time of registration of a motor vehicle, a person making application to register a 1975 or subsequent model year gasoline-powered motor vehicle or a 1980 or subsequent model year diesel-powered motor vehicle that is subject to the requirements shall pay the DMV a smog impact fee of \$600 for any vehicle that prior to the date of application was last registered outside this state. If the vehicle does not have affixed a vehicle emission control label so DMV can determine whether the vehicle is California-certified, the vehicle is presumed to be California-certified unless confirmed to be by the manufacturer.

**SB 3396 HAYDEN** Would make it a felony to knowingly and intentionally own or operate a chop shop or to engage in other specified conduct relative to vehicle identification numbers of motor vehicles or parts with the intention to misrepresent the id or prevent the id of the vehicles or parts or to buy, dispose of, sell or transfer these vehicles or parts.

**SB 3723 EAVES** Would prohibit any person from operating an 'official' safety inspection station, and from issuing any safety certificates, unless he or she has been issued a license by the Director of the DMV.

**AB 3743 FRIEDMAN** Would require a lead-acid battery dealer to pay the CA Integrated Waste Management Board \$5 for each lead-acid battery the consumer purchases, in addition to the purchase price.

**ACA 42 FLOYD** Would require that a 20% traffic safety education assessment be levied on all moving traffic fines to be used solely and exclusively for the conduct and administration of traffic safety education in public schools administered by the Dept of Ed.

## Introduced in the Senate

**SB 64 KOPP** Would require the registered owner of a vehicle to file the certification that the vehicle will not be moved, operated, or left standing upon any highway only once, and would make that certification valid until the time when the registration is renewed, as specified.

**SB 94 LOCKYEAR** Would, with specified exception, require a court to order the impoundment, for 60 days, of a vehicle operated by a person convicted of driving while his or her license is suspended or revoked for a conviction of a violation of driving under the influence, as specified.

**SB 1216 ROSENTHAL** Would enact the Clean Fuel Transportation Bond Act of 1992, which if adopted would authorize the issuance of bonds in the amount of \$100,000,000.

**SB 1395 ROSENTHAL** Would authorize the issuance of special Blue Sky license plates, upon application, to the owner or lessee of a clean fuel vehicle as specified.

**SB 1688 CRAVEN** Would establish a licensing program for auto body repair shops, auto body repair technicians and auto physical damage adjusters and appraisers would establish standards for the license and prohibit persons without a valid license and impose a state-mandated local program expanding the scope of an existing crime. Everyone issued a license would be required to have a Business license, an IRS number, a Board of Equalization number, EPA permit number, AQMD spray booth permit number, a list of minimum requirement such as education and training, etc. Repairs made in a body shop not licensed will not receive insurance reimbursement.

**SB 2024 CALDERON** Would require all lead-acid batteries sold in the state to contain an unspecified, minimum percentage of cost consumer recovered lead.

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## WELCOME MORE NEW MEMBERS

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Randy Eichmann  
10143 Waynecrest Lane  
Santee, CA 92071  
(619) 448-4916

Luis A. and Claudia Romero  
817 Cleveland Avenue, #3  
Oceanside, CA 92054

Lyle and Marie Judd  
2646 Vista Drive  
San Diego, CA 92105  
(619) 967-8702 (R)  
(619) 966-0190 (B)

David Hanna  
650 Cordova #6  
Pasadena, CA 91101  
(818) 792-9155 (R)  
(213) 469-6000 (B)

Phillip Pizzuto  
568 Boysenberry Way  
Oceanside, CA 92057  
(619) 724-6655

Harry & Linda Clark  
31010 Avenida Buena Suert  
Temecula, CA  
(714) 699-6559 (R)  
(714) 699-3990 (B)

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ACCC has joined with SEMA to present a more united front between hobbyist and aftermarket equipment manufacturers in protecting our hobby. We will have many questions and want many answers when the hobbyists meet with the legislators on May 2 in Sacramento for the Sixth Annual Automotive Hobbyist Legislative Conference at the Holiday Inn-Northeast.

President Bush recently announced that states and private industries will be allowed to buy up old cars and junk them in exchange for bigger allowances for emitting other forms of pollution. The EPA is preparing guidelines to encourage states to set up auto scrappage programs as part of their own plans to meet the new pollution standards. States or local industries would pay for the cars. Restrictions would be imposed to prevent people from bringing in cars from other cities simply to make money.

## GOOD NEWS

In December, Jack Passey, President, met with Bill Cather, Legislative Liaison Officer for the Department of Motor Vehicles, for clarification on the new law from Assembly Bill 1974, exempting vehicles from the Planned Non-operation (PNO) requirements. The DMV interprets this law to exempt all vehicles 25 years old or older.

The reason that the department continues to send renewal notices to owners of vehicles 25 years old or older is because not all of these vehicles are "of historical interest" as described in Section 4005, et al, of the Vehicle Code. Many owners use these vehicles on a daily basis for basic transportation. Therefore, the department will continue to allow the owner to determine, based on their use or non-use of the vehicle, whether or not they want to register the vehicle. Obviously, for collectors, a notice received for a vehicle which is not going to be used during a registration period may be disregarded.

Regarding the issuance of "Notice of Delinquent Registration", there is a problem here which cannot easily be resolved. As mentioned above, notices of registration renewal will be sent to vehicle owners even though their vehicles are over 25 years old. Therefore, an owner may lawfully ignore the notice. However, by ignoring the renewal notice, the file will be automatically referred to our revenue collections program and a delinquency notice will probably be sent. This cannot be circumvented since there is no way of knowing which category this particular vehicle may fall into. When such a notice is received, the owner should return it with a statement that the vehicle is over 25 years old and is not operational. This should stop any further notices being released. If a second notice is generated, follow the same procedure - write a note on the notice and return it to Sacramento.

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## ALERT for all TRAILER & R.V. Owners

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In January, the CHP began enforcing an existing trailer law which means incredible hassle and unnecessary expense to us. A "commercial" rig is 1) a towing vehicle and trailer with combined length over 39'11" or 2) any gooseneck trailer, any size flatbed truck, any R.V. over 39'11". This requires 1) all of the above must pay an annual fee (\$100 - \$400), 2) all must stop at truck weigh stations for inspection. If anything needs repair, you can't leave until it is done. 3) all must keep a log of time on the road and rest periods and 4) all must have commercial licenses. Write to Assemblyman Richard Katz, head of the Transportation Committee, at 9140 Van Nuys Blvd #109, Panorama City, CA 91402 and voice your feelings. It is known as the BIT 1.

ANTIQUE GAS & STEAM ENGINE MUSEUM  
THRESHING BEE & ANTIQUE ENGINE SHOW

"A DAY AT THE OUTDOOR FAIR"

SATURDAY, JUNE 20, 1992

TOUR LEADER KARL RAMSING      TELEPHONE THE TOUR LEADERS FOR  
CARL PEDERSON      RESERVATIONS PLEASE

RESERVATIONS: (for planning purposes): 726-5955 (by June 15)

DEMONSTRATIONS: Continuous throughout the day; steam engines, hay bailing, harvest machinery, blacksmith shops, museum, farm house, shops, concessions, parade, demonstrations, square dancing (evening), etc.

PARADE: 1:00 - 2:00 PM (NEED 3 - 4 auto's in parade)

SQUARE DANCING: All are invited to stay for activities in the evening.

BRING POTLUCK PICNIC TO SHARE, BEVERAGES TO BE PROVIDED

ADDITIONAL INFO: Bring own place settings and chairs, picnic tables are provided, we'll have our own area near auto's.  
PACKARDS AND DRIVERS FREE, all others \$5.00.

9:15 Leave Focus, Mission Valley

10:00 Arrive Vista: Lincoln Middle School parking lot (next to pool)

151 Escondido Ave

10:15 Leave Lincoln Middle School

10:30 Arrive Antique Gas & Steam Museum (proceed to special parking area. (note: those not driving antique Packards, will need to park in general parking area).

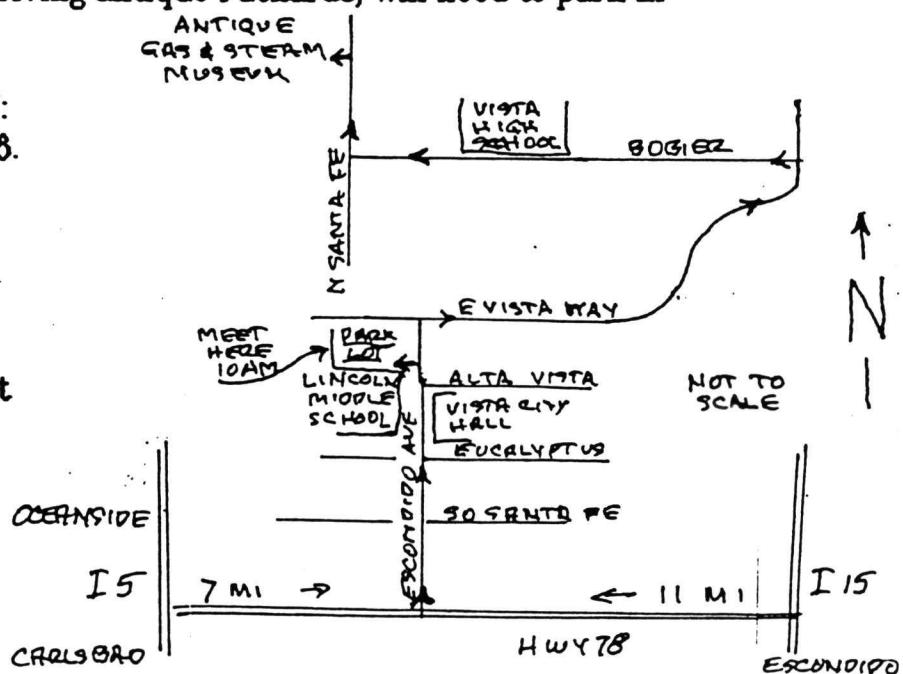
DIRECTIONS AND MAP BELOW:

Proceed to State Hwy 78.

Exit north on Escondido Ave.

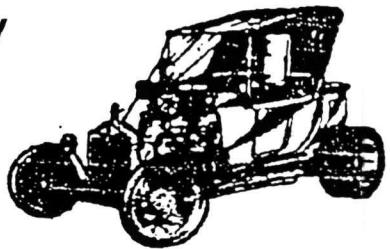
As you pass Lincoln Middle School (on left), turn left, just past pool, into parking lot.

Leave lot at 10:15, go east on E. Vista Way. Turn left at Bobier (1+ mi), right at N. Santa Fe, left into Museum at bottom of hill.



Sunday, June 21, 1992

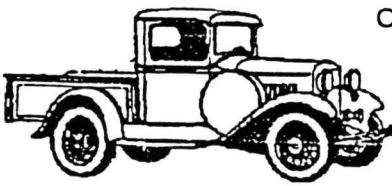
## 22nd Annual Father's Day CHVA Interclub Car Show



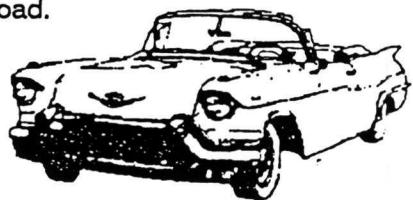
Sponsored by Temecula Valley Region. of CHVA.  
All collector and special interest vehicles welcome.  
You need not be a CHVA Member to participate!

*Same Location as last year!*

**Temecula Sports Park on the grass**



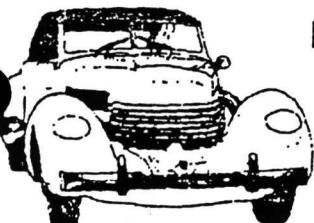
Directions: I-15 from Corona or San Diego Area, Exit East Rancho California Road, Right on Ynez Road, Left on Rancho Vista Road.  
Go one mile to Temecula Sports Park on the Right.



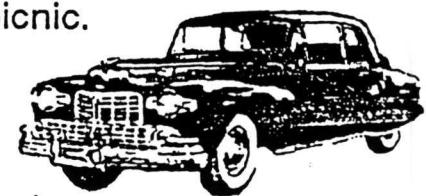
**Time: 8:00 a.m. to 4:00 p.m.**

**Donation \$8 per car**

**Hat Pins for First 300 Cars**



Lunch & refreshments available, or pack a picnic.  
Bring chairs and umbrella for shade.



**REGISTRATION CLOSES 11:30 a.m.**

*Peoples' Choice & Club Participation Awards*

**Trophy Awards at 2:00 p.m.**

For information call Bud Gilroy at (714) 676-5531

**Registration form \*\*\* Bring it with you \*\*\* Do not mail**

Name: \_\_\_\_\_ Car\_Make: \_\_\_\_\_ Year: \_\_\_\_\_  
Address: \_\_\_\_\_ Model: \_\_\_\_\_ Lic.#: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_ Miles Driven to this meet: \_\_\_\_\_

For Club Participation Trophy, I'll represent: \_\_\_\_\_

**HOLD HARMLESS AGREEMENT:** The undersigned, desiring to enter and participate in the 22nd ANNUAL CONTEMPORARY HISTORICAL VEHICLE ASSOCIATION (herein called the CHVA) INTERCLUB MEET (hereinafter called event) to be held June 21, 1992, does hereby tender his/her application to participate. If this application is accepted by CHVA, the undersigned does hereby release CHVA and The City of Temecula, from any and all liability arising from said event, warrant that the undersigned has read this HOLD HARMLESS AGREEMENT, and that the undersigned, his/her spouse and all minor children will forever protect, save and keep CHVA indemnifying them against judgments, whatsoever arising, directly or indirectly, out of, or in connection with, participation in said event.

Signed \_\_\_\_\_ Date \_\_\_\_\_

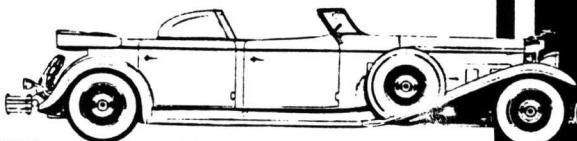
## TECHNICAL NOTES

*Vassos' sweeping style perfectly captured Packard and New York in a dramatic age.*



### A DISTINGUISHED SET OF MOTOR CAR ARISTOCRATS

Today Packard dominates the metropolitan fine car field as never before. The famous Standard Eight, factory-priced from \$2250, and the superb Eight De Luxe, listing from \$3150, have long been known as the Aristocrats of the Metropolis. And now the sensational Light Eight, factory-priced from \$1750 to \$1795, and the magnificent, new Twin Six, ranging at the factory from \$3650 upward, bring a wider choice of models to those who appreciate and desire the patrician luxury and distinction of Packard transportation. We will be happy, indeed, to demonstrate any of the distinguished and aristocratic Packard cars.



**P A C K A R D**

PACKARD MOTOR CAR COMPANY OF NEW YORK  
Eleventh Avenue at 54th Street      Broadway at 61st Street      Broadway at Sherman Avenue  
BRONX: 696 East Fordham Road      BROOKLYN: Atlantic at Classen Avenue  
PARK AVENUE PACKARD, Inc.      6 East 57th Street  
WEST END PACKARD CO., Inc.      Broadway at 106th Street

### A NEW ARISTOCRAT OF THE METROPOLIS

OWNERS of the new Packard enjoy a luxury of motor travel that has never before existed. New Packard bodies are lower, with lines refined and modernized—interiors newly insulated against sound and temperature. Wheelbases are longer—tread wider. Power is greater, smoother, quieter. The new transmission is four-speed, synchromesh. And the new and exclusive Ride Control permits instant shock absorber adjustment from the dash—to compensate for varying numbers of passengers, temperatures and road conditions.

Only by driving and riding in the new Packard can you appreciate its performance, its roadability—and above all its new and supreme comfort. When may we demonstrate the new Aristocrat of the Metropolis?

ASK THE MAN WHO OWNS ONE



Vassos was the founder and first president of the Industrial Design Society of America. During his career he received several medals of honor from this organization as well as from the Industrial Designers Institute. A longtime resident of Norwalk and New Canaan, Connecticut, Vassos was also a member of the prestigious Silvermine Guild of Artists. As a past president of the Norwalk Historical Society, he gave much back to the community where he lived and was one of those that worked to save the historic Lockwood-Mathews Mansion, a National Historic Landmark in Norwalk currently being renovated.

From his home in Norwalk, Vassos often worked, unshaven, in his pajamas for many hours. He was a flamboyant individual with a flair for life. He liked loud ties, bright socks and plaid shorts. His paintings were often equally loud, and the Art Deco style he chose for the Packard ads was typically Vassos.

When he wasn't painting, Vassos enjoyed hunting, and he was well known as a breeder of Llewellin hunting set-

ters. He had a gift of repartee and shared another characteristic with Loewy: the ability to speak in a variety of dialects. Being of Greek descent, Vassos was of course fluent in Greek, but his experience abroad also allowed him to imitate either a French or Italian dialect perfectly.

Among all of Packard's many artists, John Vassos was one of the few, if not the only one, to be remembered for his Packard work. When he died in Norwalk aged 87 in 1985, the *Norwalk Hour* wrote: "He was especially known for his Packard Motor Car Company ads that appeared in *The New Yorker*." After all he had accomplished in so many disciplines, that those great layouts were so remembered speaks volumes for their quality.

For those who did not know Vassos, or the many other things he designed, invented or painted, his Packard advertisements amply represent his great talent. They represent equally an era in American art and culture that was in its own way unique, and an artist who brought a fresh, vivid application to the Art Deco formula. ◎

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Presents

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At **Kit Carson Park Amphitheater**  
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IT'S A BIG HIT.

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***"Little Anthony"***

***"The Monte Carlo Band"***

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**Super Fun Day**  
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A Super Way  
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THE PLATTERS



LITTLE ANTHONY

Amphitheater Ticket Office Open Sunday 12:00 Noon

*Packard*

SAN DIEGO REGION-PACKARDS INTERNATIONAL  
CLUB PROJECTS



GOLF SHIRTS

White Knit Golf Shirts. Tailored collar, hemmed sleeves, and pocket. Crest is in PACKARD blue. S, M, L, XL, XXL. All SIZES \$15.00.



LICENSE PLATE FRAMES

White lettering on blue field, zinc die-casting, chromed, with PACKARD script, accept no substitutes!

\$3.50 each or \$6.00 for sets of TWO.

BONNET (HOOD) SEAL STRIP

Extruded rubber strip for lower rear edge of bonnet sides. Provides seal and cushion between bonnet & bonnet frame ledge. Fits all 1932 models 901 thru 906. ONE KIT per car.

THREE FOOT kit fits 901, 903, 905. \$8.25.

FOUR FOOT kit fits 902, 904 & 906. \$11.00.



MOTOR OIL STRAINER SCREEN

New replacement oil pump screen for 1926 - 33 (4th thru 10th series) 8 cyl. Packards. Replaces Part number 163276. \$75.00 each.



3" x 9" STICKER, for those who can't use lic. plate frames \$1.00 ea. 3 for \$2.00 ppd.



BATTERY HOLD DOWN

100% Stainless steel, for any battery 10-1/4" x 6-3/4" Holddown loops centered on long side. \$45.00 each.



Mail Orders to: PACKARD PROJECTS  
6878 Navajo Road, #14  
San Diego, CA. 92119

For Postage and handling, ADD  
15% (min. \$0.75) for orders  
up to \$40.00; over \$40.00, add 10%



FIVE PIECE WINE SERVING SET

\$25.00 per set



((Extra glasses in sets of 2, \$10.00))

Four - 6-1/2 oz wine glasses and half liter decanter, all imprinted with PACKARD radiator and coat of arms.

BATTERY/TOOL BOX COVER GASKET



For fender mount battery & tool boxes on all 1932 Packard models 901, 902, 903, 904, 905, and 906. Set of two (2) \$60.00 per set. "Limited quantities available."

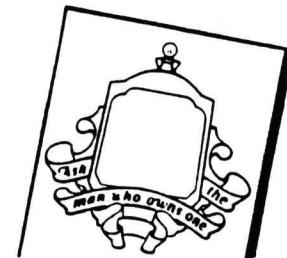
MOTOR GEAR COVER RETAINER WASHER

Made of 100% wool felt. Exact duplicate of original. For 320 cid and 385 cid 8 cyl. engines. \$8.00 each



NOTE PADS **PACKARD MOTOR CAR CO**

Fine quality reproductions of 1940's vintage PACKARD Motor Car Company letterhead. 50 sheets per pad, 8-1/2" x 5-1/2" 3 pads for \$3.50.



POSTER

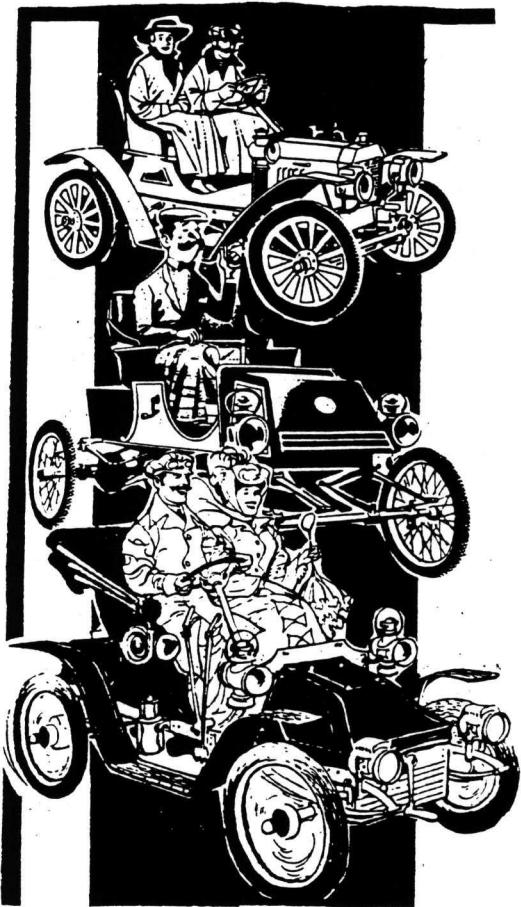
Blank radiator and scroll poster has space to print your car's info when you SHOW your pride! Printed black on glossy 11" x 17" board \$1.50

SHELL LUBRICATION CHARTS AND ACCESSORY CROSS REFERENCE reprint. 1941 - 42 Clippers and all 1946 thru 1957 models, 10 pages, 8-1/2 x 11. \$1.50.

PREDICTOR BROCHURE

Lists all features with beautiful rendering of the fabulous 1956 show car. \$0.50

REPRINTS



## WANT ADS

**FOR SALE** 1949, seven passenger series 2200-2222. New wire, some new glass, runs strong. \$5000 or best. (619) 575-9121, Bill

**WANTED TO BUY** 1932, 1933, or 1934. (805) 822-6504, Gerry Northcutt

**FOR SALE** 1940 110 two-door sedan (RARE). Recently refurbished, an excellent driving car. \$16,800. (619) 459-0229 or (619) 454-4477, Phil Burgess

## WANT ADS

### 1954 PACKARD PACIFIC

Clean original condition. Rebuilt 359 straight-eight, original head. Rebuilt ultramatic trans. Dark green over mint green exterior. Two-tone leather and cloth interior. Asking \$5500. Call Dave (619) 433-0590, car in Vista

**WANTED** Wind Wings, 1927 six-cylinder roadster. (619) 941-7072, Carl Pederson

**WANTED** Windshield, 1953 Mayfair. (619) 271-8434, Laddie Zika, leave message

**WANTED TO BUY** 1937 Packard 120. Matt Giacalone, 296-4693

**FOR SALE** 1955 Packard Clipper, Original blue/white exterior, original two-tone blue interior. Asking \$3,500. Also have 1956 Chrysler 300B, 90% restored. Asking \$12,500. (619) 267-4096, Tony Paradowski

### 1926-27 4TH SERIES 426 PHAETON SIX-CYLINDER

Complete, but a basket-case restoration; back end must be rebuilt; have the back end; proper rare carburetor; originally this was a hand-made car; for sale or trade of 04, 05, 15, or 16. (213) 923-1345, Bill Henry

### 1929 SUPER BLOCK AND CRANKCASE W/SHAFT

Some rods and cams are missing. Asking \$700. (702) 267-2559, Les Harris

### HUBCAPS, PACKARD TWELVE

(619) 278-2151, Steve Pinnell

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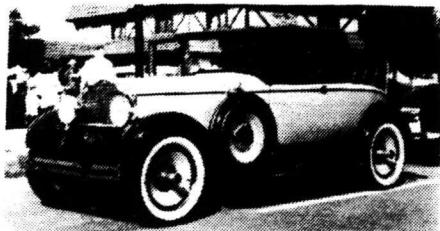
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4732 BANCROFT ST. #7  
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# LEMON GROVE PLATING

1400 CLEVELAND  
NATIONAL CITY, CALIFORNIA 92050



To Packards International Members:

Over the years we have established a reputation for quality plating, and a quality car deserves quality plating. I own a 1928 PACKARD Roadster and know the value you place on your parts. If you have a plating need, come in and . . .

*Ask The Man Who Owns One*

Mrs. Billie Rhodes

President

(619) 474 - 4424

Looking for a new home  
for your PACKARDs?  
(p.s. and yourself?)

As a PACKARD owner and Realtor, I understand your needs both for good affordable housing and ample garage space for your car(s). My real estate background extends back to 1964, and for over 12 years now I have been a full time realtor serving all of San Diego County. If you need to sell your present home, and/or purchase another, please call me. I can help you in an honest and professional way with all your real estate needs. My computer has the ability to pinpoint your exact requirements.

Ask the woman who owns one

Ginger McLean (619) 560-5114  
Regatta Better Homes pager: 536-6882  
and Gardens Real Estate office 224-2736



*Packards*

International Motor Car Club

San Diego Region

6755 Russelia Court  
Carlsbad, CA 92009

May 1992



Address Correction Requested