

PREDICTOR

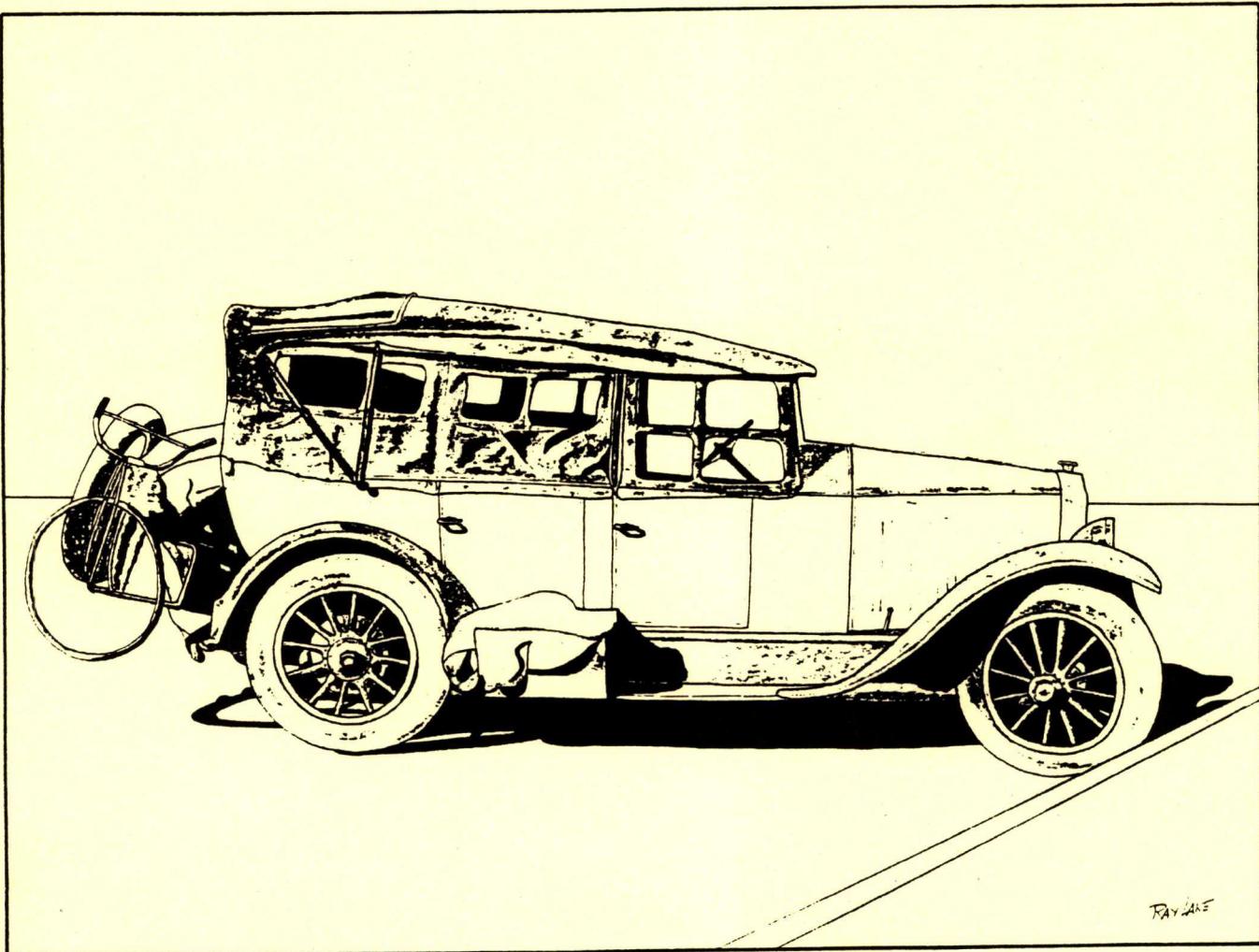
PACKARDS INTERNATIONAL
MOTOR CAR CLUB

SAN DIEGO REGION

VOLUME 19

OCTOBER - NOVEMBER 1994

"MY FIRST PACKARD"



1922 6 cyl. Touring Packard Motor Car
John Bryan

EVENTS AND TOURS

OCTOBER 22 DEL MAR CHAMBER CELEBRATION 10-2 p.m.

OCTOBER 23 ORPHAN CAR MEET 9-3:30 p.m. Costa Verde Shopping Cntr

OCTOBER 29 COSTUME HALLOWEEN PARTY Home of Fred and Carol Yunt

NOVEMBER 2 REGULAR MEETING Denny's Resturant 7 p.m. 6908 Miramar Road

NOVEMBER 6 SAN DIEGO AUTO SWAP

NOVEMBER 5-9 NATIONAL TOUR TO DEATH VALLEY Meet at Lone Pine 1 p.m.

DECEMBER 3 CHRISTMAS PARTY Home of Linda and Rick Bittner

JANUARY 15 SAN DIEGO MEMBERSHIP MEET Whispering Palms Country Club Rancho Santa Fe

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PRESIDENT'S MESSAGE

PRESIDENTS' MESSAGE

Fellow Packard Members,

The year has been swift in time and the final activities are happening.

Our thanks to Dave Baker for taking on The Predictor task. His personal/bus life has been hectic and unpredictable.

COME TO THE NOVEMBER REGULAR MEETING
BJ has been able to get ONE COPY of THE NEW PACKARD BOOK to show us. It is brand new, 400 pages and available FOR 1 TIME ONLY FOR \$45.00 INSTEAD OF \$65.00 regular price IF YOU ORDER ON WEDNESDAY NIGHT. BRING YOUR MONEY!!!

WE VOTED TO JOIN ACCC TO SUPPORT THE LEGISLATION ABOUT OUR HOBBY. SB 2050 is now law and we had little time to find out what was in it. See the article elsewhere in this issue.

GO TO THE SAN DIEGO AUTOMOTIVE MUSEUM FRED PERKINS HAS QUIETLY PUT TOGETHER A PACKARD MOTOR CAR DISPLAY:

1924 Sport Touring/Phil Burgess

1936 120 Coupe/Mark Ballerini

1947 7 Pass Tour Sedan/Craig Pearson

1954 Patrician/Mark Brewer

1955 Caribbean Convertible/
Ron Crampton
+ 3 others

DO PARTICIPATE IN THE HALLOWEEN BARN PARTY. CALL CAROL YUNT FOR RSVP.

Christmas Party on December 3rd.
Let Linda Bittner know for RSVP.

Mark

PROGRAM

DON'T MISS THE NOVEMBER 2ND REGULAR MEETING AT DENNY'S

Ben Patterson from BEN'S CHROME & METAL POLISHING Shop will be with us.

GET ON YOUR PACKARD BROOM
AND FLY OVER TO THE
YUNT'S BARN FOR A
HALLOWEEN PARTY
PRIZE FOR BEST COSTUME
FOOD, GAMES, DANCING
MEAT FURNISHED
BRING POTLUCK

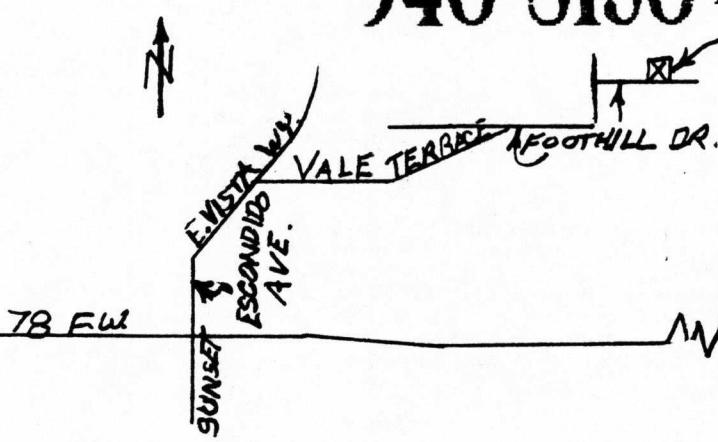
SAT. OCT. 29, 6:00 P.M. - ?
2348 FOOTHILL DR., VISTA

940-8150

PLEASE RSVP SO CAROL CAN PLAN**

2348

1-5 F.W.



NO SCALE



EL TORO TOUR

The tour was planned by the SoCal Region and Steve Vegg was the tour leader. He did an excellent job in planning the brunch, tour of the aircraft command museum, and the subsequent reception at the Gibb's residence. The tour was held on Sunday September 19th and 5 members attended from the San Diego Region.

We met at the park and ride adjacent to Hiway 78. B.J. Hill and Tony Collins came in their 1937 115 sedan. I brought my son, Sean-Colin, and Fred Perkins served as the navigator. I brought the Studebaker stationwagon. As soon as the '55 Panama is completed by Fred it will be available for tours.

The brunch started at 10:30 AM at the officers club. It was an incredible feast. It was buffet style and there was everything under the sun to consume and many of us took the opportunity to store up for the Winter. In addition to the usual breakfast selection including many different kinds of meats there was a large table filled with every kind of salad imaginable and another table with an enormous selection of desserts plus Champagne was served with the meal. Obviously, I was impressed. The President of Packards International, Keith Alber, and his wife, Linda, sat at our table. We had a delightful conversation to round out the brunch.

Around noon we divided into three groups and was taken on a tour of every plane in the collection. The docent, Jerry Dethier, was a retired Marine Corps pilot and had flown most all of the different types of planes in the museum from World War II to the beginning of Vietnam. His stories added flavor to the history of each plane and its purpose in aiding the war effort. The following is a list of the planes described to the members:

1. Grumman TBF torpedo bomber-one of a few in existence
2. Grumman F9 single engine Panther jet-1st Marine Corps jet
3. Mitchell B-25 bomber
4. Douglas Skytrain C-117 (Super DC-3)-1st airliner
5. Douglas R5D 4 engine troop and cargo transport
6. McDonnell F-4 Phantom jet-one of the first supersonic jet
7. Vought Crusader-used on photo reconnaissance expeditions
8. Fairchild R4Q-2 transport-largest reciprocating engine-paratroop and cargo carrier-rear exit
9. North American SNJ trainer
10. Lockheed F-80 jet-used in Korea
11. McDonnell F-2H Banshee-'51-52 Korea
12. Douglas A-4 Skyhawk swept wing jet
13. Douglas F-2D-all weather night fighter
14. North American OB-10 Bronco-counter insurgency plane-used in South America
15. Corsair F4U5N night fighter
16. Grumman F-45 Wildcat-used in the battles of Guadalcanal Midway and Wake islands
17. Stinson Bird dog reconnaissance plane
18. Russian Mig 15 used in Korea

At the end of the tour we were taken into the museum and had an opportunity to look at the photographic history of Marine Corps aviation dating back to World War I as well as a collection of model airplanes of the era and a display of clothing worn by the pilots. There was also a souvenir store open to the public. We were also told that the collection may be moved to Miramar Naval Air Station (at a cost of \$1.2 million) when El Toro is closed.

There were 17 Packards and one Studebaker on the tour. Since I had not seen many of the cars before it was a treat to take a few minutes and talk to the owners and look at all the beauties on the tour. It is always great to see so many classics in the same setting. My next Packard-Oh well-dream on.

We then travelled a short distance to the Gibb residence for refreshments and relaxation. The short distance was elongated by a few wrong turns by Tony and a number of consecutive intersections that simply refused to allow us to make a U-turn. Special thanks to Gerri and Roger Gibb for opening up their home, showing us their cars and their collection of Packard memorabilia. Everybody was also greeted by their black lab-"coal".

It was a perfect ending to a spectacular day. Bottom line-you missed a good one.

Studebaker Drivers Club

ARCANE - ORPHAN CAR MEET

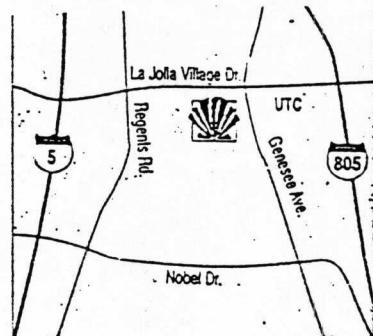
Sunday, October 23, 1994

9am - 3pm

co-sponsored by

Costa Verde Shopping Center

- † Meet will take place in the Soup Exchange parking lot
- † Cars must be in place by 10 am
- † Entry fee is \$5.00, payable to Howard G. Singer to benefit the San Diego Chapter of the SDC
- † For more information, call (619) 454-2628 (after Oct. 10)



Costa Verde is located near the intersection of La Jolla Village Drive and Genesee, across from UTC

Please preregister so we can plan for however many will attend.

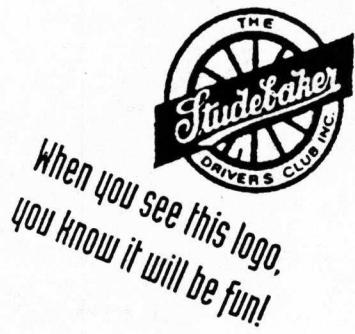
Mail completed application with a \$5.00 check to:

Howard G. Singer
P.O. Box 007
La Jolla, CA 92038 - 007

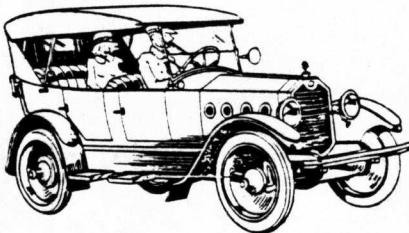
Name _____

Phone _____

Make _____ Model _____ Year _____



THIS BILL IS
NOW THE LAW



SINCE THIS WRITING
GOV WILSON SIGNED THIS
INTO LAW

Rootin' Tootin'

by John C. Meyer III

Will Governor Pete Wilson Kill the Hobby?

Sometime before the end of September, Governor Pete Wilson will have to either sign or veto SB 2050 sponsored by Senator Presley of Riverside. (Please note that his area is not effected lest he find it difficult to be re-elected.)

Two days before our deadline, I received a copy of this bill to clean up our air. It is 28 pages long and it amends, repeals or adds wording to 27 different sections of the Health and Safety Code or Vehicle Code. Needless to say, finding anyone who has read the entire bill has been difficult.

Here's what the "summary" says:

- District plans are required to reduce emissions by five percent or more each year.
- Defines a low-emission motor vehicle as one which meets Air Resources Board (ARB) standards and operates on methanol or other equivalent fuel.
- Establishes a five-year pilot program in San Diego and Ventura Counties. This pilot program is designed to educate motorists as to how much their vehicles pollute...to establish mileage standards for vehicles based on pollution they cause...and to create consequences if drivers exceed the mileage standards for their vehicle and area.
- The program becomes operative when the smog check certificate becomes electronic (no later than January of 1996).
- San Diego and Ventura Air Districts would be required to determine "target pollution miles" (TPM) for each vehicle in the district. If a car drives more than its TPM, it would be subject to annual smog checks.
- As you might expect, the really scary stuff is hidden deep within the pages of the bill itself. Here's a selection of data to help you make up your own mind whether this is a bill you can support.

The bill would require a decal on all new cars disclosing the smog index for each car. It would require certain information to be affixed to used motor vehicles offered for sale by a dealer.

The bill would authorize the Bureau of Automotive Repair (BAR) to develop and make available to the public a list of maintenance practices designed to improve a motor vehicle's operating efficiency, and would provide for reduction of the vehicle's smog index if a test shows that emissions are reduced.

This bill would require BAR to develop a program to biennially inspect motor vehicle odometers at smog check stations and to notify the smog check stations of the TPMs.

The bill would impose a state-mandated local program by imposing new duties and by changing the definition of a crime relating to pollution control equipment of vehicles.

Ambient air quality standards for ozone may not be attained in some parts of California unless the use of motor vehicles, particularly older high-emission motor vehicles, is reduced.

It is the responsibility of all residents of ozone nonattainment areas in California to limit or mitigate the air pollution impacts of their vehicle ownership and driving decisions, by operating cleaner vehicles or driving fewer miles. It is appropriate to impose additional obligations on vehicle owners who are unable or unwilling to directly meet this obligation.

Establish a program for reducing vehicle miles traveled that covers all vehicles in all driving circumstances, which does not require employers to police employee driving decisions, and which is not unduly burdensome to low-income persons.

Stimulate market demand for cleaner vehicles, so that manufacturers will be able to sell those vehicles, despite a higher purchase price.

Encourage manufacturers to offer additional pollution control equipment as an extra cost option on motor vehicles sold in nonattainment areas.

Okay. Here are the exceptions you've been waiting for. If you own anything else, too bad.

- Any motor vehicle manufactured prior to the 1966 model year.
- Any motor vehicle which the department determines would present prohibitive inspection or repair problems.
- If the determination is made that the vehicle has been operated in excess of the applicable TPM, the vehicle inspection report shall contain a message informing the owner that the mileage limit set by the appropriate district has been exceeded and annual smog inspections are now required.
- Upon initial registration of a direct import vehicle, a vehicle previously registered outside this state, a dismantled vehicle, a vehicle that has had an engine change, an alternate fuel vehicle or a specially-constructed vehicle a certificate of compliance or noncompliance shall be valid for 90 days before a test is required.
- New smog-testing equipment will need to be compatible with the eventual transition to a fully-computerized smog certification program that will not require the use of printed certificates as evidence of compliance.
- New smog-testing equipment will need to be compatible with bar code scanning of vehicles as provided in Section 44041.
- Districts may establish procedures to generate marketable emission-reduction credits from contributions toward the repair subsidy and vehicle retrofit subsidy programs. Emission-reduction credits generated pursuant to this subdivision may be used to meet or offset transportation control measure requirements, average vehicle ridership reductions or other mobile source emission requirements.
- Smog index number 1.0 shall be assigned to a hypothetical light-duty passenger vehicle, a hypothetical light-duty truck with a gross vehicle weight of 3,750 pounds or less, and a hypothetical light-duty truck with a gross vehicle weight up to 6,000 pounds, emitting the maximum amount of pollution allowed for that class of vehicle certified for sale in this state as of the January 1 immediately preceding the operative date of this section.
- No smog index shall be assigned to a pre-'66 model vehicle for which certification was not required prior to its initial sale.



ROBERT & DONNA NEAL

25403 144th Avenue SE
Kent, Washington 98042
206-631-2912
9/13/94

Members of local Regions
of Packards international
and Packard Automobile Classics

Dear Fellow Members,

I write this letter to you as an appeal to fellow Packard enthusiasts to help me in the final efforts to put together a book on a facet of Packard history not yet covered in detail, the story of the use of Packard engines and cars, planes and boats in competition. I am sure that most of you have no idea just how much of a story there is to be told on this subject. We have all heard over the years about how some Gold Cup and Harmsworth racing boats used Packard engines and perhaps some even know a bit about a race plane or two but few realize that there is enough to be said to fill a 300 page 9 X 12 book. A book of about that size titled "Packards At Speed" is what I expect to have out by the end of the year.

I need any information I can get on post WW II racing of autos (drag, stock, etc) or boats. In the case of the boats I am interested in any boat except those using the Merlin engine (I cover that subject but need no more info). This includes any using marine converted V8's or WW II PT boat engines. I need not only information, which for the most part will be photocopies of period magazine articles on the subject, but even more important I need photographs to be used in the book. (I will copy and return any submitted) I am particularly seeking photos of AAA stock cars, NASCAR cars, drag racers with Packard power and Pan American race cars of 1950-54 and also any of boats mentioned above. Yes - your one photo could be vastly important - send it please.

I expect to follow this book in about a year with another of about the same size on the design and production of all the non automotive engines of Packard.

I need this material within 30 days if it is to be useful to me. Please do not delay - respond today.

Sincerely,

SOCIETY OF AUTOMOTIVE HISTORIANS - THE PACKARD CLUB - CLASSIC CAR CLUB OF AMERICA
ANTIQUE AND CLASSIC BOAT SOCIETY - GAR WOOD SOCIETY - PACKARDS INTERNATIONAL

1994
CHRISTMAS PARTY
DECEMBER 3RD
5:00 pm * 6:00 pm dinner
At The Home Of
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you will
want to go



The Castle Ramona. Amy Strong's Craftsman-style mansion, constructed between 1916 and 1921, exemplifies the attempt by early 20th Century architects and residents of Southern California to develop "the California house," a home which would embody the virtues considered indigenous to the area. The stone and wood castle has 12,000 square feet. NR

CASTLE LIGHTING DECEMBER 2 CALB BJ

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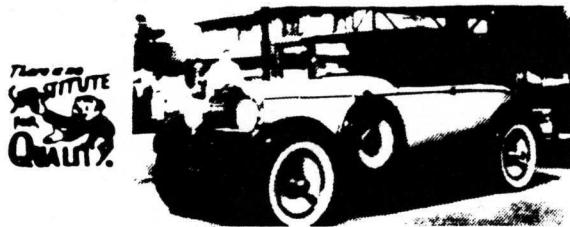
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!!

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MAY 1994



Address Correction Requested