

PACKARDS INTERNATIONAL MOTOR CAR CLUB

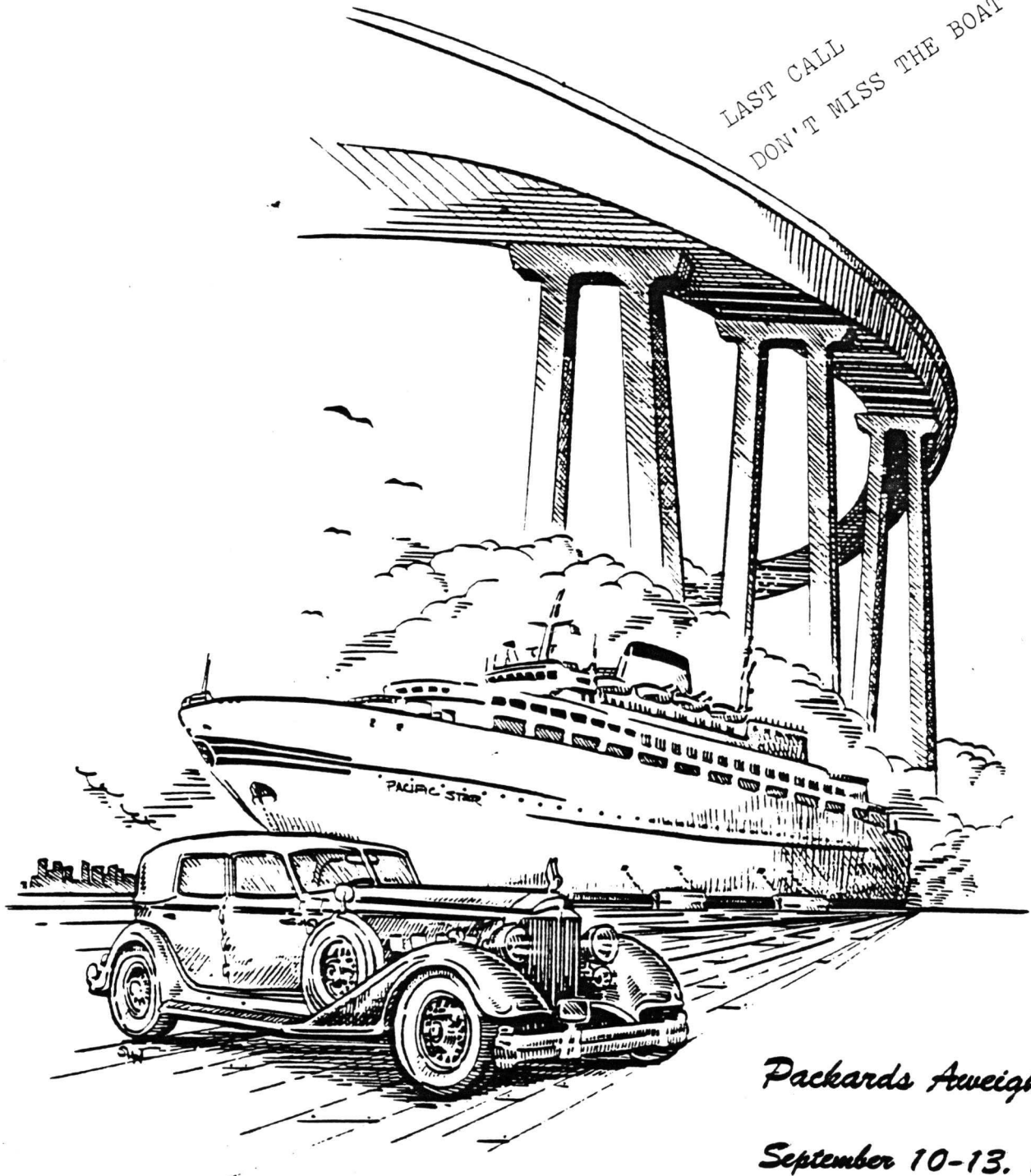
# Predictor

VOLUME 17 AUGUST 1992

SAN DIEGO REGION

*Packards International National Tour 1992*

LAST CALL  
DON'T MISS THE BOAT



*Packards Awake*

*September 10-13, 1992*

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## BOARD FOR 1992

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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
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

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## EVENTS AND TOURS

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- August 4 National Tour Committee meeting, home of Linda and Rick Bittner, 6:00 p.m. hot dogs, 7:00 p.m. meeting
- August 5 Regular meeting, Marie Callender's, I-15 and Miramar Road, Holiday Inn, 7:00 p.m.
- August 30 Garage Tour, Fred Perkins, Tour Leader
- Sept. 10-13 National Tour; MAKE YOUR RESERVATIONS!!
- Sept. 27 San Diego Concours d'Elegance, Seaport Village. Packard—featured car. "We will be touring."

Congratulations, George Cataline!

CVHC

BEST OF SHOW

1ST PLACE IN DIVISION

1938 "1407" V-12 Coupe Roadster

Out of a field of 297 cars,  
he "didn't even wash it!"



## SPECIAL PROGRAM

General Meeting  
August 5, 1992  
"Delta Concepts"  
Demonstration  
Safe T Jack

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## PRESIDENT'S FORUM

### FELLOW PACKARD MEMBERS:

Two things are important in this message: one is election of officers for 1993 and the other is National Participation this year.

The election process is about to begin for our officers for next year. Needless to say, "many hands make the burden light," and many officers have served for a long time and need "time off." Everyone enjoys the results of board meetings and tours being planned, but they don't "just happen." We need several people to volunteer for some part of the responsibility so everyone can enjoy the fun.

Will you serve as an officer/committee chairman? It takes five board meetings a year in terms of time.

Will you serve as a committee chairman for the year? It takes five board meetings a year plus your assignment. Please call me!

The second concern is National Tour. We do not have very many reservations from our own San Diego Region. I assume that you left it to the last minute like so many. We need them NOW.

This issue includes the itinerary and the registration form (if you have lost yours). Send the registration form to Carol Yunt right away.

There are many new things happening along with some surprises. Don't miss it—September 10-13, 1992.

*Prexy Pro Tem,*

*BJ*

P.S. Casey will be home the last of August.



# John Bryan Garage Tour



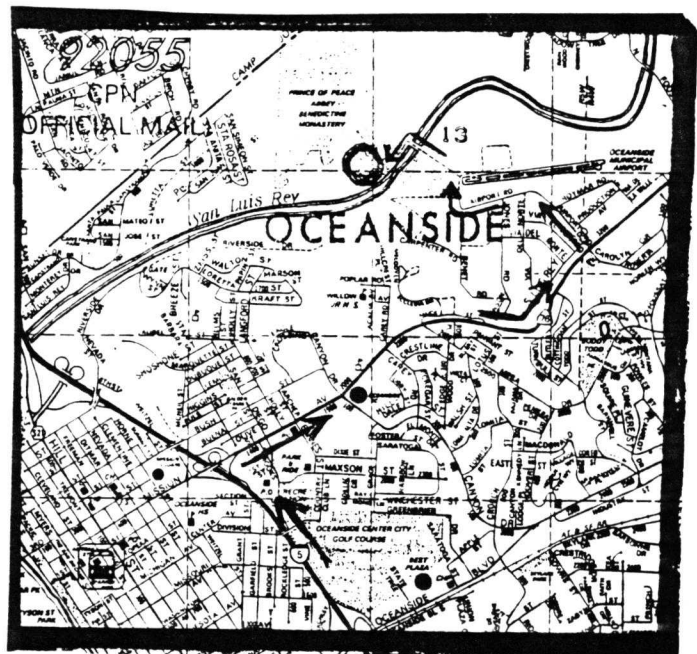
Sunday, August 30, 1992

- 8:30 a.m. Meet at Flower Hill Mall in Del Mar  
I-5 to Via De La Valle, the northeast corner
- 9:15 a.m. John Bryan Garage, Oceanside  
Coffee and donuts provided
- 11:00 a.m. Hjeltness Restoration Shop  
Exclusive restoration:  
300 Gullwing Mercedes  
300SL Mercedes
- 12:30 p.m. Lunch  
Home of Winona and George Cataline  
Escondido  
BRING TABLE SERVICE AND A DISH TO SHARE  
Lemonade provided

FLOWER HILL MALL



JOHN BRYAN PACKARD GARAGE



# *Packards International National Tour 1992*

*September 10 - 13, 1992*

*Host Hotel is Glorietta Bay Inn, Coronado Island, California*

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## **TOUR ITINERARY**

### *Thursday, September 10, 1992*

PRE-TOUR - 8:30 a.m. Caravan departs Glorietta Bay for a drive to SHO'EN OUTDOOR SCULPTURE CENTER as guests of Louis C. Weinberg, co-chairman of Felpro, which is one of the world's largest gasket manufacturers.

Packards will be parked at the San Diego Country Estates while we take a 2½-mile bus ride in the country, with lunch under the black pines and on the floating pavilion.

On a walking tour, we will view an oriental bonsai demo, a stone and metal sculpture, and Shona Tribal Art from Zimbabwe. Wear shorts and comfortable walking shoes, and prepare for a unique experience.

5:00 p.m. The San Diego Region will welcome friends at the Glorietta Bay Inn for the "PACKARDS AWEIGH" reception/registration in the music room. Hors d'oeuvres will be provided for your enjoyment. Dinner is on your own to enjoy the many fine establishments in the area.

### *Friday, September 11, 1992*

8:30 a.m. The day gets under way in the Continental Room with a no-host continental breakfast.

9:30 a.m. The caravan will leave for a leisurely drive through San Diego's North County to the quaint little town of Fallbrook, where we have been invited to witness firsthand the pouring of a sculpture in the foundry of Les Perhacs, international naturalist, sculptor, and industrial designer. He will actually demonstrate the pouring of a bronze casting.

1:00 p.m. Luncheon at the Grand Tradition, Fallbrook mansion with Gatsby-like atmosphere. Craig Karr at the grand piano for your enjoyment.

Remainder of the day and evening on your own to further explore the Fallbrook area, San Diego at its finest. For those of you have requested hot air ballooning, *Balloon San Diego* presents "Pacific Sunset Champagne Adventure," including dinner. We have an early start the next morning!!

### *Saturday, September 12, 1992*

Bus transportation leaves the hotel at 6:30 a.m. for San Diego Bay.

7:30 a.m. Board the Pacific Star cruise ship.

7:30 a.m. - 9:00 a.m. Welcome Aboard - buffet breakfast served until 9:00 a.m.

Enjoy a one-day Mexican cruise to Ensenada. Three buffet meals (breakfast, lunch, and dinner). Full casino, blackjack, roulette, craps, Caribbean poker, and lots of slots! Las Vegas-style revue and dance orchestra. Time for duty-free shopping in Ensenada, if you desire. Packards International provides hospitality cabin or reserve one of your own.

Return to hotel approximately 10:30 p.m.

There will be armed security for your Packard while you are away from the hotel.

### *Sunday, September 13, 1992*

9:30 a.m. Brunch at world famous La Costa Resort & Spa.



OPEN TO P.I. MEMBERS AND GUESTS

1992 NATIONAL TOUR REGISTRATION  
PACKARDS INTERNATIONAL MOTOR CAR CLUB  
SEPTEMBER 10-13, 1992 SAN DIEGO, CALIFORNIA



NAME \_\_\_\_\_

(Please list full legal names for the manifest on the cruise.)

NAME \_\_\_\_\_

GUESTS \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ State/Province/Country \_\_\_\_\_

POSTAL ZIP CODE \_\_\_\_\_ Telephone ( ) \_\_\_\_\_

DATE OF BIRTH \_\_\_\_\_ PLACE OF BIRTH \_\_\_\_\_

Citizenship (if going on cruise) \_\_\_\_\_ Passport No. \_\_\_\_\_

(Remember to bring your passport or birth certificate or naturalization papers if you are not a U.S. citizen.)

Packard you are driving \_\_\_\_\_ Model \_\_\_\_\_ Body type \_\_\_\_\_ Serial \_\_\_\_\_

TOUR RESERVATIONS

Pre-tour only: Thursday luncheon and tour, \$15.00 per person

(Not included in the full package)

Number of persons \_\_\_\_\_ x \$15.00 = \_\_\_\_\_

Thursday reception, Friday, Saturday, and Sunday, \$195.00 per person (complete package, not including pre-tour luncheon on Thursday)

Number of persons \_\_\_\_\_ x \$195.00 = \_\_\_\_\_

Friday and Sunday tours only \$85.00 per person

Number of persons \_\_\_\_\_ x \$85.00 = \_\_\_\_\_

Private cabin Saturday aboard Pacific Star, \$65.00 (optional for personal use). San Diego Region will have a suite aboard the Pacific Star.

Number of cabins \_\_\_\_\_ x \$65.00 = \_\_\_\_\_

TOTAL AMOUNT ENCLOSED \_\_\_\_\_

Mail completed form with check or money order in U.S. funds only. Please make checks payable to PACKARDS INTERNATIONAL SAN DIEGO REGION and send to:

Carol Yunt  
2348 Foothill Drive  
Vista, CA 92084  
(619) 940-8150

REFUND POLICY: Upon request a refund will be made  
on tour cost, less any expenses incurred by the Region.

Hotel reservations are made directly to Glorietta Bay Inn, 1630 Glorietta Blvd., Coronado, CA 92118, (619) 435-3101. Rates: single/double \$79.00, suites \$110.00. Be sure to tell them you are with Packards International.

DEADLINE: Hotel reservations by May 20, 1992, to assure proper accommodations.

Tour reservations no later than August 10, 1992. Because of the nature of this tour, the number of participants will be limited.

In the consideration of the acceptance of the undersigned participant's entry into the 1992 National Tour in San Diego, the undersigned for himself/herself and his/her heirs, executors and administrators does hereby expressly waive, release, and discharge any and all rights and claims for damages against Packards International Motor Club, its regions, and any and all of the officers, agents, employees, and successors, for any and all injuries to such participant arising out of his/her traveling to, participation in, and/or returning from said event, and agrees to indemnify the above for any loss, damages, or liability incurred by them by reason of such participation by the participant.

Dated: \_\_\_\_\_ Participant: \_\_\_\_\_

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## WELCOME, NEW MEMBERS!

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### NEW MEMBER PROFILES

**Randy Eichmann** has joined us this year as a new member. He is a policeman and lives in Santee. Randy is interested in Packards because his father owned one many years ago and he has always wanted one. He told a friend in the club that he was looking for a Packard and subsequently found his car, a 1949 Super Eight seven-passenger sedan. He is interested in driving and restoring the car, now that it is in running condition. Randy, welcome.

**Phillip Pizzuto and his wife Heather** are new members this year from Oceanside. Phillip is a substitute teacher and says he has always been fascinated by old cars. He saw a Packard once and fell in love with it. Ever since then he has admired Packards. When he was only 14, he saw a car sitting by an old shed. When he tried to buy it, he found it had been sold. A few years later, he found it for sale again and bought it—unrestored. Phil and Heather's car is a 1940 Model 110 four-door sedan, currently apart and undergoing restoration. As soon as it is at their current home, he expects to work on it even more and come to our great events. Welcome, Phil and Heather.

**David Hanna** of Pasadena, California, is a new member this year. He has always been a car buff, and says that Packard's appeal is quite overwhelming. He owns no Packard presently, but obtained information on our club and the National organization by visiting the San Diego Automotive Museum. He is always on the lookout for Packards, but space limitations prevent purchase at this time. He knows where some Packards are located in the Burbank area, and, maybe, could give someone a lead. Welcome, David.

### *Father's Day Car Show in Temecula a Great Day*

*by Colin Fort*

This year the Father's Day Car Show was held on Sunday, June 21. As usual, it was a warm summer day, and everyone was looking for a little shade. It was nice to see the cars on display, but I also enjoyed watching them on the interstate.

Packards came from Los Angeles, Orange, and San Diego counties. I tried to get as many names as possible:

1948 station sedan	Jeremy Jans
1954 convertible	owner unknown
1947 limousine	Harry Clark
1941 110 coupe	Harry Clark
1940 7-passenger limousine with air	Harry Clark
1947 custom clipper	Max Fields
1936 V-12 convertible, model 1407	George Cataline
1947 touring sedan	Ed McCormick
1940 limousine with dual side mounts	owner unknown

I would say it was an excellent turnout for the marquee. In addition, San Diego was represented by Fred Perkins, Tony Paradowski, Dick Benjamin, and myself. Tony came in his nice 1956 Chrysler 300B (which zoomed by me on the freeway), Dick came in his beautiful 1955 Hudson Hollywood, and I came in my Studebaker.

There was the usual selection of orphan cars, including 12 Studebakers and nine Edsels. But the largest club participation this year was the Chrysler Club. There was a couple of nice Town and Country "woodie" coupes. There were not as many Hudsons this year as previously.

The Military Vehicle Club was well represented. There were also several hotrods. This year the Classic section had a number of cars to drool over, including V-12 Lincolns, Pierce-Arrows, and a gorgeous 1927 Hispano-Suiza.

Mark Father's Day on your calendar for next year!



**AVCM(AW) STEVEN WARD MCNICOL**  
**UNITED STATES NAVY**  
**17 AUGUST 1966 - 31 AUGUST 1992**

AVCM(AW) McNicol, a native of Dumas, Texas, enlisted in the navy August 1966. Following recruit training at NTC San Diego, CA., he attended Avionics Fundamentals "A" and Aviation Fire Control Technician "A" schools at NATTC, Memphis, Tenn.

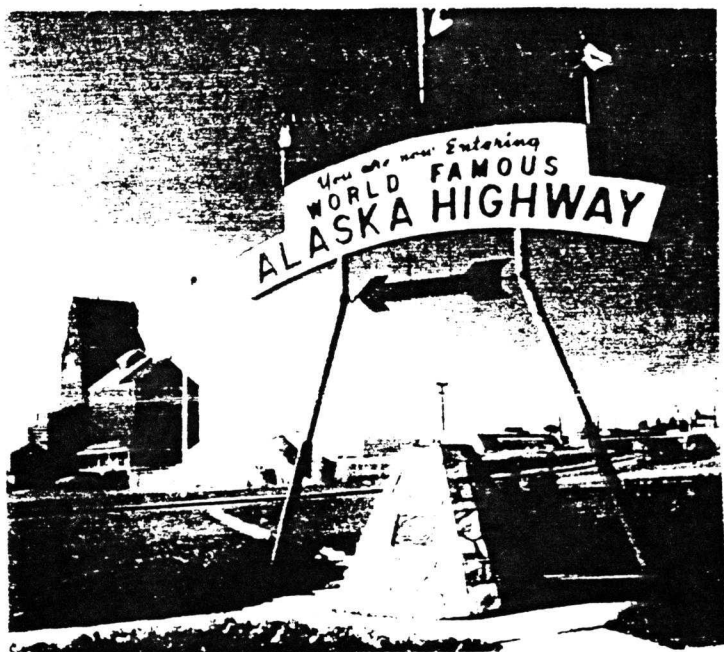
Master Chief McNicol's initial fleet duty station was VF-191 at NAS Miramar where he helped maintain F-8E and E-8J Aircraft. While with VF-191, he made three Vietnam deployments, one on USS Ticonderoga and one on USS Oriskany. After VF-191, he attended Avionics Intermediate "B" school at NATTC Memphis and then returned to NAS Miramar for a shore tour with VF-121 maintaining the F-4J aircraft.

Subsequent sea duty assignments included tours with VF-213 where he made two WESTPAC deployments on the USS Kitty Hawk as a F-4J, and later F-14A maintainer, and VF-2 where he made two WESTPAC/ Indian Ocean deployments on the USS Ranger and USS Kitty Hawk. His last fleet tour was with VAW-112 where he maintained the E-2C+ aircraft. While with VAW-112, he made the USS Constellation deployment around South America and deployed to the Indian Ocean onboard USS Nimtz during Desert Storm.

Master Chief McNicol's other shore duty assignments have included a tour with Naval Aviation Training Detachment (NAMTD 1008), NAS Miramar, instructing maintenance of the F-14A Weapons Control System and Naval Aviation Concerning Support Unit, also at Miramar, where he served as Assistant Officer in charge.

Master Chief McNicol earned an Associate of Arts Degree in Business Administration from Miramar Junior College in 1981 and a Bachelor of Science in Business Administration from Chapman College in 1987. His Military Decorations include, the Navy Achievement Medal, Good Conduct Award (6 Awards), and numerous other unit awards.

## ALASKA HIGHWAY STARTS SLOWLY, BUT ENDS IN A HELLISH NIGHTMARE



**T**he Alaska Highway rendezvous or adventure starts off with a bang. After four days of ceremonies in Dawson Creek, British Columbia, we are finally on our way.

We had rolled some 2,800 miles from San Diego just to get to the starting point in Dawson Creek. Wilderness is what we anticipated from that point on. But the first 284 miles to Fort Nelson were on a smooth road with gentle hills, surrounded by farm lands and managed forest. Sometimes the scene was broken by huge scars of oil and gas wells. However, there were signs that we were not in the lower 48 states. Food and gas prices are sky high in this territory. Depending on the fuel you buy, the cost per gallon is \$2.80 to \$3.25. One RVer paid a lot more. He ran out of gas and called emergency road service, which provided him with ten gallons of gas. The cost was \$170.00. After Fort Nelson, the Alaska Highway narrows and becomes rough, muddy, and dusty. As we rolled northward, the oil and gas wells disappeared and the forest became wild! We saw plenty of wildlife.

The road soon climbs into the Rocky Mountains, and what had been distant snow-capped peaks became the snow-covered mountains at the side of the road. But even these views failed to prepare us for the spectacular views of Munco Lakes and Laird River, where we soothed our weary bones in a natural tropical setting complete with flowers, surrounded by snow.

After that, the re-enactment of the road construction of 1942. With signs like "Suicide Hill—Prepare to Meet Your God!", it sure got our attention!

On we went to Fairbanks. We parked our rig in Fairbanks and went with our pickup to Prudhoe Bay on the Arctic Ocean coast, some 299 miles past the Arctic Circle. This gravel and dirt is America's northernmost road, referred to as "Haul Road," or "To Hell and Back."

It is 487 miles to Prudhoe Bay. This is the moment we were waiting for and which we talked about for two years. We felt rising excitement as we loaded up with gas, 15 gallons of gas in gas cans, spare parts, and extra water, as there is no service along the road. As I talked to the gas station attendant, he told me that the roads are bad, real bad stuff. Some of the stones are shaped like arrowheads. We had our fingers crossed and said a little prayer.

"How many cars come to top off?" I asked. "Oh, about 20 a day," he said. We averaged about 25 miles per hour, and sometimes we crawled along. Then it rained. Just what we needed. In no time, the truck was full of mud. Finally, at midnight we arrived at the Arctic Circle. The sun was breaking through the clouds like it was noontime in San Diego.

The next city is Cold Foot, some 50 miles north. In January, 1989, the thermometer broke. It was -85° there. But then we saw a road sign! Disaster Creek was closed from 4:30 p.m. till 4:30 a.m., and then only semis and 4-wheel drive trucks allowed after 4:30 p.m. At first I was very disappointed. But then I felt very relieved. To get to Fairbanks you have to turn around and drive back. There is no other way.

It is hard to explain how bad some sections of the Dalton Highway, if you can call it a highway, are. But I will try. Between Haines Junction and Beaver Creek, some 200 miles, the road to the Arctic Circle is so bad that your kidneys spring a leak. It rattles your eyeballs, your teeth are shaken loose, and you are unable to speak because your tongue flaps up and down. It busts up tractor and trailer rigs and leaves good transmissions dead in their tracks. But, oh! What adventure! As you go along the Dalton Highway, there is nothing manmade in sight, just



a dusty, muddy, gravel road that soon disappears in the distance: no airplanes, no radio towers, no telephone poles, no advertising signs, no rest areas, no gas stations, no cars or trucks, no police patrol, no guard rails, no nothing. It's like time stood still. I wonder if Adam and Eve felt like this. (I doubt it because they didn't have a Ford truck.) Yes, I would do it all over again!

As always,

*Casey*

*Next month: Conclusion. Alaska Highway—is it a wilderness escape route?*

## BUYERS OF HIS CARS WON'T WORRY ABOUT GASOLINE PRICES

from the Fresno Bee

The owner of Green Motor Works of North Hollywood is opening a dealership which will only sell electric powered cars. On his list is a 1986 Ford Escort for \$17,850 and a 1984 Dodge Omni for \$9,950. The vehicles have drawbacks; recharging every 40 to 60 miles and slow acceleration. The owner hopes to be profitable in a year. California exempts electric powered cars from state sales tax and gives a \$1000 tax credit.

## SCRAP THE CLUNKERS

from Automotive Industries 2-92, sent by Paul Lighthill

The average age of cars in the U.S. is 7.8 years. It wasn't til 1983 that all cars had the latest emission controls. Of the cars on the road today 50 million (41%) were made before '83, 31 million (25%) were made before '79, and 10 million were made before '74, which is before catalysts were installed. They pollute 3 to 5 times more and worse if not maintained.

## A KIND, CLEAN WORD FOR THE CLUNKER

**A flawed model sent regulators down the wrong road on smog.**

excerpts from columnist Alexander Cockburn

"The abused clunkers may be generating less pollution than late-model automobiles"

The push for pollution credits would give auto thieves a double benefit with cash incentive for older cars as well as rich peoples new cars.

A recent study by the National Academy of Sciences shows two decades of regulatory control has yielded little change. All cars equipped with catalytic converters are miniature sulfuric-acid factories. So, the new car equipped with a catalytic converter produces less hydrocarbons but the hydrocarbons released are more concentrated and don't dilute.

## AIR RESOURCES BOARD

The ARB requests a total of \$71.4 million from the Motor Vehicle Account for support of its programs in 1992-93, of which \$7.5 million goes for local assistance funding to air pollution control districts. MVA proposes \$34.3 million for stationary source program - 1/3 of total.

The first American Automobile legislation (speed limit 12 miles per hour - 8 miles in city) was enacted at Hartford in 1901.

## PRODUCTION OF POPULAR BRITISH MG TO RESUME

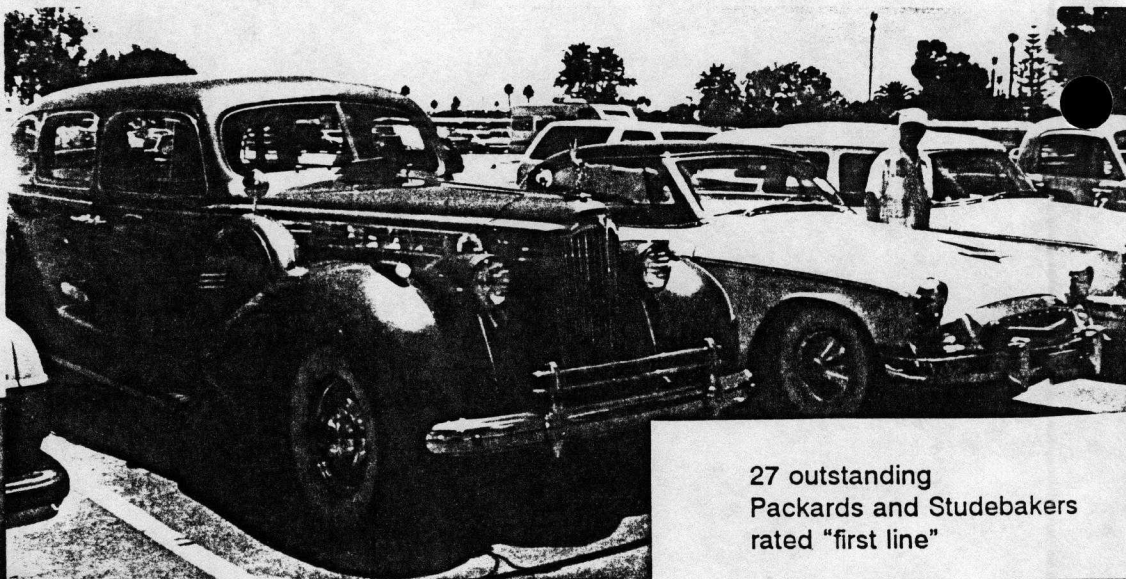
from L.A. Times 3-15-92

MG manufacturer Rover Cars said it would make a limited edition of the MGB open two-seater called the MG RV8, at a rate of 15 per week. The price tag is likely to be about \$44,500. It will be powered by a 3.9 liter, fuel-injected, eight-cylinder engine with a top speed of 135 mph and new suspension and braking system. It will be the 30th anniversary of the model.



## Great American Picnic — Studebaker/Packard

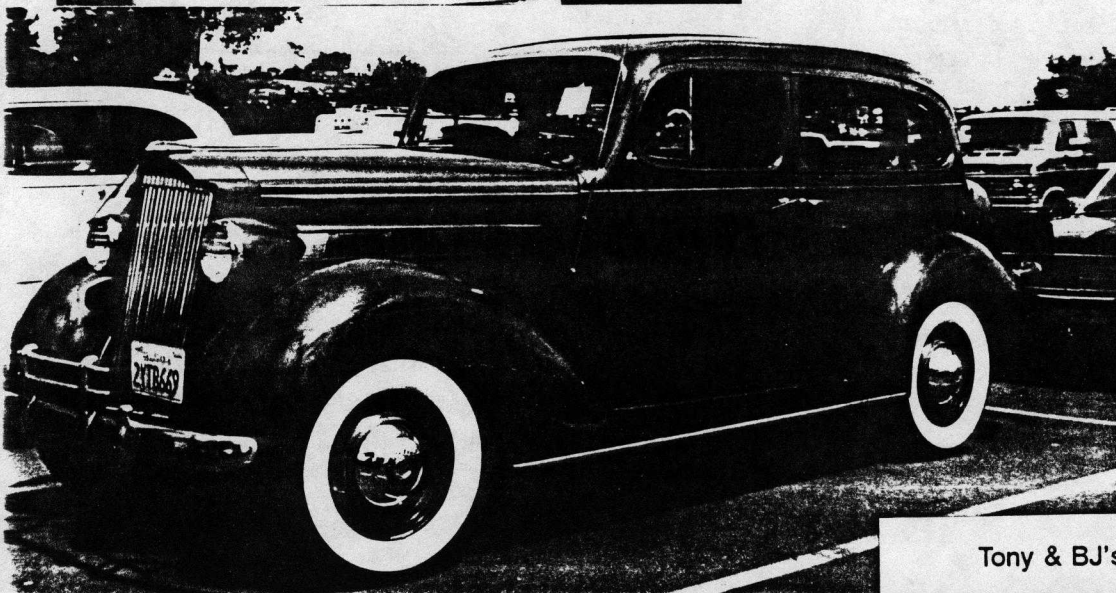
130 people enjoyed  
a beautiful day  
at De Anza cove  
at Mission Bay



27 outstanding  
Packards and Studebakers  
rated "first line"



It is rare to see a restored Studebaker truck!

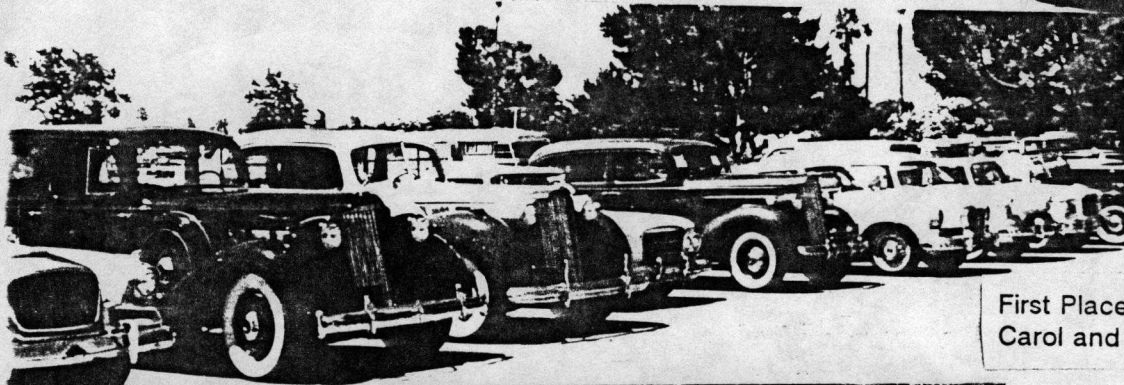


Tony & BJ's 1937 Packard just goes and goes.





First Place Studebaker "People's Choice" went to Robyn Greenlund's 1955 Commander Ragtop Coupe.



First Place Packard "People's Choice" went to Carol and Fred Yunt in their red convertible.



Everyone learned to play Bocce Ball. The contest was on early in the morning.

The Packard teams were roundly "skunked" by Studebaker

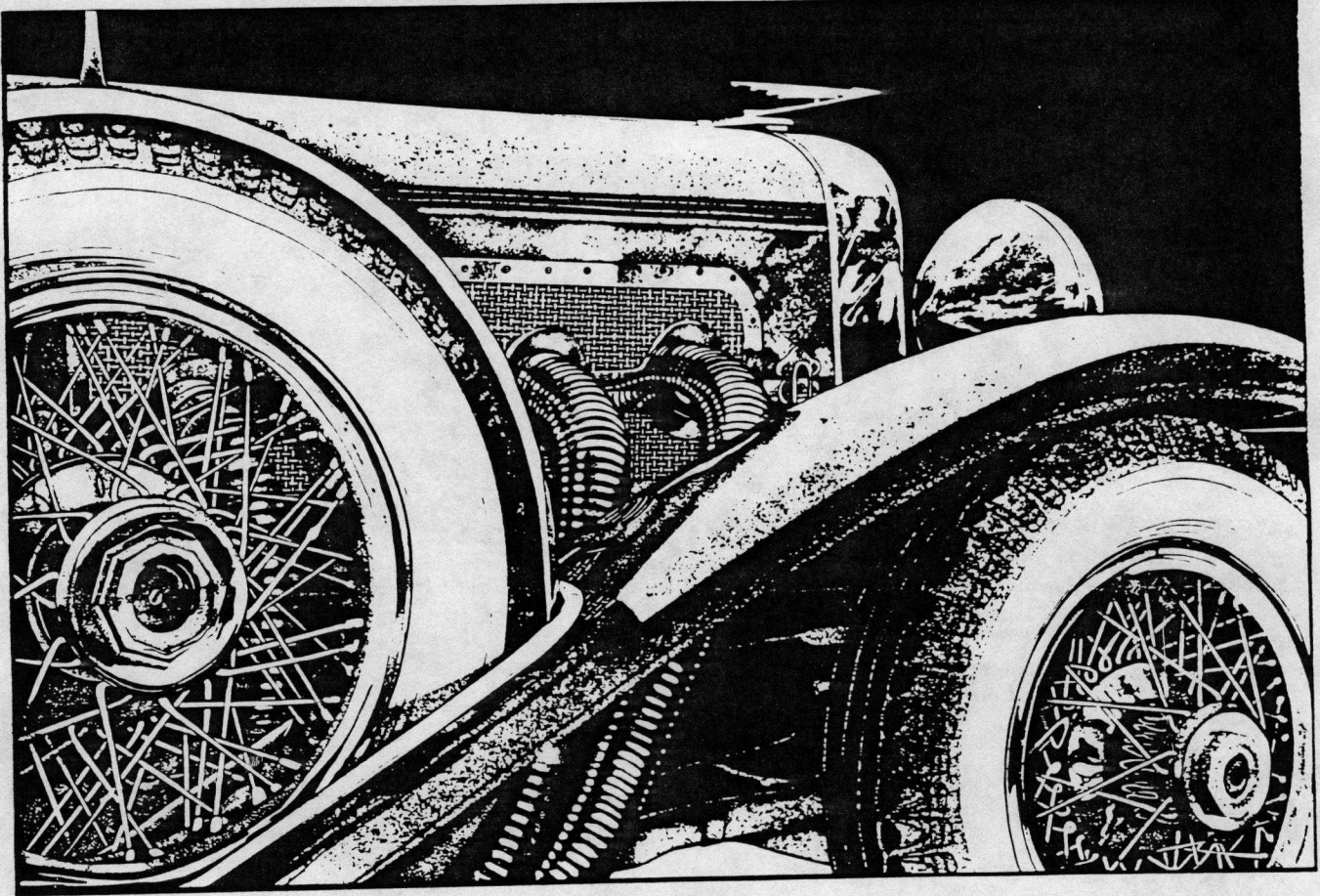


Tour Leader Colin Fort, measuring carefully during the Bocce Ball game





Get Ready...Get Set...  
**MARK THE DATE!**



The 13th Annual  
*San Diego Concours d'Elegance*  
is scheduled for:

***Sunday, September 27, 1992***

Held on the bay side of Seaport Village at the Embarcadero Marina Park.

This year's Concours promises to produce an even higher quality of classic and collectible automobiles than ever before.

For Car Entry Information call Lee Adams at 283-4221.

For an invitation to the Concours Circle Luncheon, call  
The American Cancer Society at 299-4200

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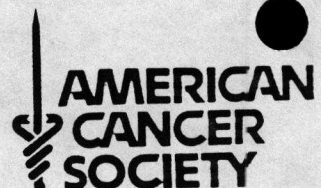
*Happy Motoring*

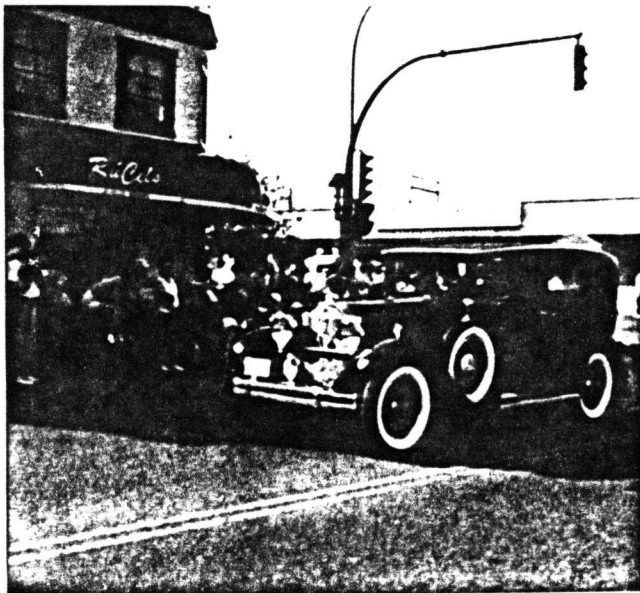
*San Diego Concours d'Elegance Car Selection Committee*

PACKARDS WILL BE THE FEATURED CAR  
BE SURE AND SAVE THE DATE

Endorsed by:

Sponsored by:





## WANT ADS

**FOR SALE.** 1936 120 4-door sedan with suicide doors, 99% parts there. No upholstery, paint original, only one dent in right fender. (714) 962-0644, Mike Petrovich

**ANYONE INTERESTED** in a 1955-56 Clipper 2-door "that is rusting away in Burbank?" Contact David J. Hanna, (818) 792-9155, office (213) 469-6000

**FOR SALE.** Upright Packard piano, completely restored. \$1999. Decades Antique Mall, 4873 Newport Ave., Ocean Beach, (619) 226-6711

**FOR SALE.** One left door for '36 120 business coupe. Four perfect, rust-free, dent-free, California doors for '36 120 touring or club sedan. Also four same as above for '37 115 touring or club sedan. \$250 each plus shipping. 1935-36 120 left front fender, excellent, straight, no rust. \$250 plus shipping. Wallace Walmsley, (619) 283-3063.

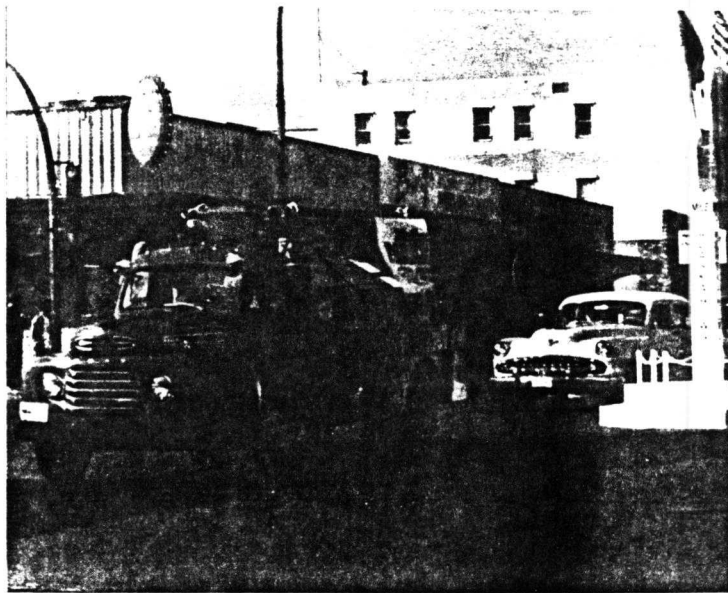
**1929 SUPER BLOCK AND CRANKCASE W/SHAFT.** Some rods and cams are missing. Asking \$700. (702) 267-2559, Les Harris

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

### *Classic* METALWORKS AUTO TRIM RESTORATION

JERRY SELLERS  
4567 CLEVELAND AVE. #1  
SAN DIEGO, CA 92116

(619) 294-7100  
BY APPOINTMENT



## WANT ADS

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

**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

**FOR SALE.** Two 1955 Constellations, \$1000/ea, run. 1956 Clipper Super, runs. Missing windshield, \$750. 1957 Packard Baker Town Sedan, \$1200 Ron Smith, (619) 281-4733

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

**FOR SALE.** 1948 Custom 8, four-door sedan. Exceptionally clean, runs fine, everything is there. \$7000, Matt Giacalone, (619) 296-4693

### *Reproduction Parts*    *Used Parts* 1935 - 1942                      1935 - 1942

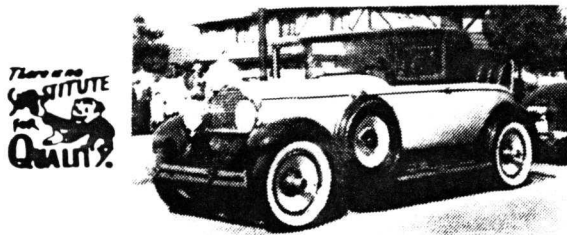
### *Packard Parts* JUNIOR MODELS & SENIOR

WALLACE WALMSLEY  
(619) 283-3063

4732 BANCROFT ST. #7  
SAN DIEGO, CA 92116

## 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



# Packard's

International Motor Car Club  
San Diego Region

6755 Russelia Court  
Carlsbad, CA 92009

August 1992



Address Correction Requested