



San Diego Region

# Predictor



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## President's Message

I have just returned from what is probably the high point of my life as a "Car Guy". Carol and I arrived in France on June first rented a car and proceeded to Villedieu Les Poeles, France where we joined up with Mark Burnside and Sydney (Syd) Kirkland for the European Packard Rallye/Meet. Before I go any further I no longer say Packard but, pronounce it as the rest of the world does, Pack'ard.

Mark Burnside kept a daily report on the rally/meet. Marks' daily narrative is included in this Predictor. I have participated in many car club functions that were very well done but, none can compare to this rally/meet. It was four days of pure bliss. The organization was perfect and one would think organized by professionals. Not one detail was missing. Everything was smooth and well organized. The weather did not cooperate for the Concours d'Elegance but spirits were not dampened, not for me anyway. We were in a very nice hotel in a relatively small French town. We were provided with gourmet French meals every day including breakfast. I cannot begin to describe the elegant chateaus' and cafes where we were served lunch every day. I have never drunk so much Champagne and wine in my life. At every stop we were met with abundant supplies of cool French champagne served by lovely ladies or formally dressed French gentleman.

Since this was a rallye let us talk about that. I am not a professional rally person but have participated in and organized several rallies. I will definitely say that this rally compares to none other. It truly was a rally from hell that lasted for 3 days There were no awards given for a winner. The award was making it the check points and final destination on time! If you did not arrive on time you missed out on a guided tour of a significant historical site or worst of all lunch or dinner! The rally booklet was 54 pages long. Granted some of it was advertisements but the vast majority were rally instructions. Mark and Syd had not arrived when the first leg of the journey began so Carol and set out for Saint-Lo following the rallye instructions in our non Pack'ard. This went well to the first major check point. There we met up with other Pack'ards at a cathedral. Someone decided that we should have lunch. After lunch we proceeded on with the final destination being the horse stud farm of Napoleon during his reign and is still active as one of the most prestigious stud farms in Europe... It was somewhere here that everything began to unravel. After wandering around the French country side, and enjoying it immensely, it became clear that our salvation was to break out the GPS. When we arrived at the stables there was a lot of Pack'ards there but no Mark and Syd. Not worry, right. I mean what could happen. Whilst the Pack'ards were being parked in their pre-assigned spots I thought I would read the rally book a bit and get more acquainted with it. It at this point I discover that the rally began in Saint-Lo not Villedieu Les Poeles, so we were going backwards, I think! Oh well. The stud farm grounds were quite dusty with a light wind blowing just enough to stir up the dust. I was looking over the field when I saw a cloud of dust emitting from the corner of the very large barn. From this cloud arriving around the corner was other than Miss Daisy, late but undaunted. It seems there was a petrol problem. Petrol problems in France are not all that uncommon in my experience. We were in France 10 days and five were national holidays not counting Sundays. Stations may or not be open. They may be closed from 12 to 2 P.M. We made no pretense of following the rally instructions back to the hotel.

Arriving at the hotel we had a cool beverage watching the Pack'ards arriving and being parked in the enclosed garage while some choose the parking lot. That was quite a sight. Around 8:30 we went to the lobby to decide what to do for dinner. We were met by Jerome, the tour leader wanting to know why we were not in the banquet hall for dinner. Duh? Once again we had not followed nor read the directions. The sun does not set until around 10:30 P.M. so the days were long which was nice as it aided in finding ones way around.

I was in complete amazement at the older Pack'ards that had driven several hundred miles to participate in this meet. Each leg of the rally was at least a hundred miles long. The oldest Pack'ard was a 1922 Twin

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Find P.I. San Diego information, links to P.I. Chapters & P.I. National Events

Six touring car that was driven down from Belgium by a gentleman and his teenage Grandson. Most of the cars were driven and some were on a trailer. Fourteen of the Pack'ards were pre 1935. All of the Austrian cars were on a trailer and one from France that I am aware of. The only Pack'ard with a catastrophic failure was a 1937 and the right front spring literally came off. The Europeans' drive their cars everywhere and in my opinion are more avid about their Pack'ards than we are. They certainly have an extensive history of the marque especially the role the Packard played in WWI as well as WWII and a French historian made an extensive presentation of the role of Packard in these two conflicts. In 1913 the French army ordered 1300 Packard trucks, if memory serves. In 1915 they ordered 2300 more but Packard could not fill this order as they were building trucks for the U.S Army. During our visit to the Verdun battle field Carol and I looked through at least a hundred old photos and lo and behold we found a picture of a Packard truck with a French soldier standing next to it. During WWII many Packard's were confiscated by the German military. The Packard appeared to be a favorite of the Luftwaffe pilots. A book could be written on this event so I shall end my commentary on this meet.

After bidding au revoir to our Packard friends Carol and I continued to tour France going to Orleans, Strasburg and points in between. We programmed Jill, our GPS name, to avoid toll roads so we traveled mostly on the back roads of France. Speaking of toll roads, in France they are quite dear. The cost ran about \$25.00 a leg. Legs are not long by U.S. standards. From France we went to Stuttgart, Germany and toured the Daimler-Benz and Mercedes-Benz museums. We spent one day at the museum. Since Karl Benz is given credit for inventing the world's first motor car 125 years ago Daimler-Benz is having a huge celebration this year. A replica of this automobile is now on display at Mercedes-Benz of Escondido.

Back to reality. Our region is going to the Del Mar fair this month on July 2 or 3. I sincerely hope all of you can attend and drive your Pack'ard.

To coin a phrase from our French Rallye Master Jerome Hardy

**PACKARDLY YOURS  
and  
HAPPY MOTORING**

# FOR SALE – CARS AND PARTS

'40 Packard 180 Super Eight – 1808 seven passenger limo, 356 c.i. w/overdrive, divider glass, side mounts, located in Southern Cal, make offer: Gil at 951-272-3351 3/11

Losing garage space, must sell:  
'55 Super Clipper Constellation  
'55 Super Clipper Constellation  
'56 Clipper Deluxe (not complete)  
'57 "57L-P8 Clipper

Donald Smith, 619-281-4733  
3510 33<sup>rd</sup> St., San Diego, CA 92104

For P.I. – San Diego Members:

Do you have a collector car or parts for sale? To place an ad in our newsletter, send an e-mail to Kira Campana at [kcampana9192@gmail.com](mailto:kcampana9192@gmail.com)

If you have an e-mail address at home or work, but get your newsletter by regular mail, e-mail Kira Campana to be placed on our email list.

'56 Packard Patrician sedan, ext. blue, int. blue, good condition, \$8,500; 217-443-0014, 4/11  
[michael.dogpack.dubois@gmail.com](mailto:michael.dogpack.dubois@gmail.com)

'22 Packard Touring, ext. deep royal blue, int. black, straight six, easily started, #30396, \$45,990; 800-600-2262, [specialtysales.com](http://specialtysales.com) 4/11

'40 Packard Super 8 160 Coupe, maroon, o.d., sidemounts, trunk rack, restored CA car, \$58,500  
Tom at 253-941-3454 6/11

'29 Packard 626 Sedan, ext. green, body in good shape, mechanically sound, last driven 2003, \$15,000; #27618, 250-598-7242, [antiquecar.com](http://antiquecar.com) 4/11

Members: Your Board needs your Recommended Services/Parts persons or firms that you have had favorable dealings with during restoration and preservation of your Packards. Please send person/firm (name/address/phone number) to Mark Burnside at [markburnside@cox.net](mailto:markburnside@cox.net) where he will post this on our updated website. We are also accumulating a list to publish for your use – Karl Ramsing

'51 Packard Patrician 400, black, rust free, good chrome, original headliner & upholstery, recent mechanical repairs, \$17,000; 925-743-9897, [rjmatthews@comcast.net](mailto:rjmatthews@comcast.net) 5/11

'49 Packard Custom 8, Sednet. repainted Packard Blue, 3 speed with Overdrive, renewed gas tank, new battery. Original interior \$20,500 Irvine, California, Tel: (949) 246-1413. 7/11

'55 Packard 400 Hardtop, engine runs, excellent sheet metal, torsion suspension works, located in SoCal; Gil at 951-272-3351 5/11

'48 Packard Patrician . Interior has been re-done  
619-546-4778 7/11

'55 Packard Patrician, light green, A/C works perfectly, \$9,500; [msgs967@live.com](mailto:msgs967@live.com) 5/11

'49 Packard Super Eight, 23<sup>rd</sup> Series, blue, engine runs, excellent sheet metal, will not part out, make offer, 951-272-3351, ask for Gil 5/11

'55-'56 Packard parts for sale: parting out a '56 Patrician, including rebuilt engine, overdrive transmission, etc. Also parts from '55 Patrician, '56 Executive, and '56 Clipper; trunk lock assembly, two 352 c.i. engines, one 374 c.i. engine, rebuilt Chrysler 727 transmission-fits Ultra-torque for V-8's, V-8 senior tail lights, load leveling motors, 4-barrel carb, instrument panel with gauges-probably from Executive, third member for '55 Patrician-missing left axle, plus other misc. parts. Robert Dougherty, 858-748-2228, P.O. Box 337, Poway, CA 92074

'53 Packard Convertible, black ext., white top, black/red int., chrome wires, restored southwest car, new hydraulics, top, drive-line, asking \$38,500  
Tom at 253-941-3454 6/11

'39 Packard 110 Touring Sedan, side mounts, fender skirts, visor, garaged since '85, contact: [msgs967@live.com](mailto:msgs967@live.com) 3/11

'41 Packard Rollson 180 All Weather Cabriolet, CCCA National Winner, Frank Childs at 561-578-0319; P.I. Website 3/11

Buy Packard parts at the [packardsandiego.org](http://packardsandiego.org) website

'36 Packard 120 Convertible Coupe, completely disassembled, convertible coupe parts car included, \$18,000; #1207607, [hemmings.com](http://hemmings.com) 4/11

See McLellan's Automotive History for Packard Sales Literature, Dealer Literature, Magazines, Out-of-Print Books, Manuals & Memorabilia. 713-772-3285 or [mclellansautomotive.com](http://mclellansautomotive.com)

'37 Packard 120 Convertible Coupe, trunk rack, fender skirts, recent tune-up, service and drive-line, \$73,500  
Tom at 253-941-3454 6/11

4 WWW L78-15 tires, rims & wheel covers, quite nice, All: \$400  
Pair fender skirts for 30's Juniors, aftermarket, never used: \$100  
'48-'50 Packard radio, don't know if it works: \$40; 4 hexagon bumper bolts, w/lock washers and nuts, beautiful chrome – make offer;  
Hilarious sounding horn supposedly from 1912 Packard: \$100  
Call Albert 619-563-5988 or e-mail [albertpurcell@cox.net](mailto:albertpurcell@cox.net)

Check these two websites for Packard Information:  
[Packardinfo.com](http://Packardinfo.com) [yesterdays-cars.com/Packard\\_clubs.htm](http://yesterdays-cars.com/Packard_clubs.htm)

# Packard Night @ Escondido's Cruisin' Grand - September 16, 2011

by Mark Burnside

Mark your calendars, folks. You won't want to miss this one. The San Diego Region of Packards International Motor Car Club will stage its 8th Annual Packard Night @ Cruisin' Grand on Friday September 16, 2011 from 5:00 pm to 9:00 pm. This is our annual flagship event that we've done every year since 2004 - where we display our beautiful motorcars to the admiring public.

Once again, we plan to pull out all the stops at this event:

- Parade down Grand Avenue at 5:00
- Goodie bags for all participating Packard owners
- Windshield placards for all Packards
- Voting by the public for People's Choice Packard
- Information kiosk to answer questions (and recruit new members)
- Promotion of Packard Night via local television and newspaper media

Our cars are the featured marque on Broadway - closed off for Packards-only parking specifically for the display of our cars to the public. While the event is sponsored by the San Diego Region Packards International, it is open to any automobile displaying the Packard nameplate. Interest from the public in Packards is very high and attendance is always in the "several thousands", providing a great opportunity to present your motor car to the public - many of whom have never seen or heard of Packard. Over years that we have been doing Packard Night, the event steadily climbed in popularity to the point that we are now consistently the third most popular night during the 26 weeks that Cruisin' Grand is held. Only *Fire Truck Night* and *Nitro Night* out draw *Packard Night*.

The organizers of Cruisin Grand require 25 cars to show up in order to get exclusive use of South Broadway for the evening. If there are less than 25 "club cars", the organizers can (and do) let random "cruisers" in to fill the area. We don't want that to happen. It shouldn't be a problem, however, this year as we have 108 Packards listed on our 2011 membership roster. With that many Packards now in the Region, we should be able to set an attendance record for Packard Night @ Cruisin Grand. Nonetheless, we need every roadworthy San Diego Packard to make it out to Cruisin' Grand this year.

In fact, this year, we expect a number of Packard Maiden Voyages at Cruisin' Grand. They are:

- **Paul Erlich** in his 1925 7-Passenger Limousine
- **Scott & Kris Napora** in their 1930 sedan
- **Ron & Cherrie Steffey** in their 1932 Convertible Coupe
- **Richard & Karen Schauer** in their 1934 Standard Eight Sedan
- **Paul & Kathy Santy** in their 1936 Sedan
- **Mark Burnside & Sydney Kirkland** in their 1955 Clipper Custom Sedan
- **Colin and Suzanne Fort** in their 1958 Station Wagon

That leaves us with only 18 Packards to go. With the usual suspects from previous years, we should have no problem getting 25 cars from the likes of: **Beavers, Boldt, Buchanan, Costanzo, Crampton, Feddersohn, Huntoon, Larry Johnson, Leigh Johnson, Kernan, Lacaze, Louzek, McNeil, Melcer, Miller, Pizzuto, Puhn, Ramsing, Ross, Rothermich, Schonenberg, Wagner, Woolsey, and Wysong**. Also, we'd be delighted to see our newer members (along with those that don't make it to a lot of our events) to consider joining us at Packard Grand 2011 - even if this is the only event you can make it to all year long. Please consider joining us on September 16th.

This year, the Board has decided that the club treasury will pick up all costs associated with Packard Night Cruisin' Grand. That means the event is free to anyone who shows up with a Packard. All you have to do is to fill out and return the registration form that will show up in your snail-mail box in *mid-August*. As I write this, I am hopeful that Packard fleet owners **Parker, Purcell, and Smithson** will be mindful of the extraordinary opportunity to get their money's worth this year, and bring out all or part of their Packard stash.

Looking forward to seeing everyone at Packard Night on September 16.

## MY TOUR AS NAVIGATOR IN MISS DAISY

Steve Ross

This story would be more appropriately be entitled my *brief* Tour as Navigator in Miss Daisy as you will learn later on. Miss Daisy is the name of Mark Burnside and Sydney Kirkland's 1949 Packard Limo.

After a hearty breakfast Captain Mark mustered his crew alongside Miss Daisy now known as number 34 in the European Rally of June 2011. It was a clear day with the sun shining brightly down on a splendid Armada of Pack'ard Automobiles. The skipper made crew assignments and yours truly was, of course, appointed navigator. The ladies, Sydney and Carol, were assigned to the rear cabin which is appropriate for ladies of their status. Sydney was appointed assistant navigator an honorary position I assumed since she is the major stockholder in Miss Daisy. Mark informed me that he had a six volt converter which would enable us to use a GPS in the remote case it was needed. I dismissed this with a polite chuckle, thinking who needs that. After all am an experienced rally person as well as a rally master. I had studied the instructions the night before and was a rested, nourished, ready to go crew. Miss Daisy was fueled to the Max, clean and ready go. There was one small problem with the battery charging system but Capt. Mark did not seem too concerned so off we go. We were about in the middle of the pack on departure. I noted a red wire coming out of the dash and coiled around the control knobs. I asked the skipper what that was and he said it was ground wire to manually control the voltage regulator. This control had two settings off and MAX. Mark now acting as engineer had to swag (a technical term) how long the system had been charging at MAX before un-grounding the system. I have the directions, map, Google photos of the turns and way markers, glasses, pencil and navigation is happening. After a few kilometers we hit the first round about, second exit no problem. This is too easy. The second roundabout, pretty smooth but a little jagged. We are still doing well. The direction check points looking good, Google aerial photos provided looked right. I don't really know---what happened—but somewhere along the way things did not look right but confidence was not lost. Suddenly we saw Pack'ards coming towards us! This should not be happening. They were waving at us to turn around. We all know the cardinal rule of rallying, never follow the other guy. A decision had to be made and we had little time to decide because we were in a town and coming to a T type roundabout. A four way discussion evolved and above the din the Captain said "we are turning around"! I disagreed with this decision but supported it. I am very glad the man at the helm made the decision. We began to forge into the roundabout when Miss Daisy stalled. Whoops, the battery is dead. Fortunately we had stalled on a hill, Mark slammed her into reverse and we started back down the hill, released clutch and number 34 roars to life.

We rapidly overtake the other Pack'ards and all is well. I am frantically consulting both map and rally instructions trying desperately to determine where we are. But then what should appear coming towards us at speed but a flock of Pack'ards. They waved at us cheerfully as if nothing were wrong. But, something had to be wrong. It was then that I heard those words that a rally navigator never wants to hear "break out the GPS". I had just been relieved. Capt. Mark tactfully explained to me that it was not me but the maps must all be wrong. I was promoted to chief observer and map verifier.

I busied myself and confidentially called out at the appropriate moment "we are on track". I was pretty sure we were in Normandy. Sydney is now navigating with the GPS from the back seat clutching the little black box trying to keep it in a position where it could receive satellite reception. There are also a lot of wires involved in this set up so

occasionally it would come unplugged. Its little battery was getting weak too. By now we are all laughing hysterically, thank goodness. There are Pack'ards going every direction it seems. In a short time we are all alone, sifting along through the French countryside. Our confidence has returned somewhat. Jill the GPS lady is silent. Before long Jill begins to speak. We can hear a part of the directions in the front seat but not quite clearly enough to know the next turn. Mark as well as I tried to figure out what we had not heard when Sydney would call out "the second exit" in the roundabout. Entering the roundabout we would all begin to count the exits. In hindsight perhaps only one person should have called out the exits. Did we miss an exit occasionally? Yes we did and was it difficult turning around—YES IT WAS. Changing course with Miss Daisy is not easy at best but on a narrow French country road with two foot ditches on both sides (Carol can testify to this), let's just say it ain't easy. Mark's skill at guiding number 34 through the narrow town streets, roundabouts and U-turns was phenomenal. I would guess that Miss Daisy was one of the, if not the largest automobile in France and perhaps Europe. Our fuel state had become an item of some concern. Miss Daisy likes her petrol. Under the guidance of "Jill" the roads are becoming smaller and smaller. When we make a turn on a road the size of a golf cart path I am sincerely sure we are really lost. I have not found a road we are on, on the map in at least 30 minutes. The Skipper was even becoming a bit concerned. He maintained a sense of all is well. I could tell by the way he was gripping the wheel and rapt attention to the road that he ain't happy. There was cause for concern as there was no way two cars could meet or pass on these roads however, cars were not the problem. It was the really big farm tractors pulling a really big trailer filled with tons of manure or whatever that caused worry. Carol has become the Chaplain assuring us that all is well, we are doing just fine and we will be there soon.

The rallye has turned into a fun filled adventure. We are behind schedule, may be running low on fuel and we don't know how far we have to go nor if there will be fuel available. All the drivers were instructed to leave with a full tank of fuel. In due time we find ourselves behind Pack'ards. This has to be a good sign. As we pass through the villages the roads are lined with people waving at us and boys running down the road ahead. We are on *Voie de la Liberté*. We arrive at our final destination and were among the last half to arrive. I have yet to figure out why this was. We were not that bad. The remainder of the rallye we started out with GPS and I continued my task of Chief Observer and Verifier. Occasionally I knew where we were but at this point who cares, I am having too much fun.

It turns out that just about everyone is using their GPS. We had the services of a rescue wagon with two Packard mechanics. They had determined that the voltage regulator was probably not working correctly and came up with the charging wire idea. Mark determines that the battery is the problem. A new battery is duck taped into Miss Daisy and all is well once more. It seems there are no 1949 Packard Batteries in Normandy. Why is it that when we have an electrical problem we work on everything until the battery is the only thing left??

This was the most fun I have ever had in a car, yep you heard me right you dirty minded men. I would do it all again in a heartbeat. The next Pack'ard rallye is 2013 in Belgium, so start getting ready.

**OH, BY THE WAY I HAVE NEVER BEEN A NAVIGATOR ON A RALLYE BEFORE AND PROBABLY SHOULD NOT BE AGAIN.**

Paul Santy and I made the annual sojourn to Original Mike's Restaurant/Bar/Dance Hall/museum for the June all-Packard swap meet. We enjoyed the company of Mark Ballerini, who was eager to experience the day and network. Other San Diego Region members who drove up included Paul Erlich, Dutch Parker, and Mark Rothermich, who set up shop next to our parts booth selling his excellent array of posters, magazines, service books, etc. Plus Mark sat in with us, adding to the value of the day immensely.

Sunday June 5 was a great day to catch up on all sorts of things, car related and otherwise because it was a DREADFUL day for selling parts. Rumor had it PI SoCal did not advertise the June swap meet adequately, but my belief is the tough economy frightened away vendors and buyers. 2010 was not a stellar meet, but 2011 was terrible. Only Mark R moved some merchandise.

It was good to see Walter Johnson, Jay Johnson, and Don Hull; it is somewhat of an obligation for the San Diego Region to show support for this event, and we were glad to do it. Sales did not even support our gas to get there.

Nevertheless, the morning was beautiful, we sat and enjoyed coffee and juice, shot the bull, BS'd with members we only see once or twice per year, enjoyed a nice buffet breakfast at Mike's, and actually had a very nice morning. We knocked down just before noon and hit the bricks for home. Hopefully the economy will improve and 2012 will be a better swap meet.

### **DEL MAR FAIR TOUR**

**Steve Ross**

*We have six spots for Packard's at the Del Mar fair on July 2. The first six Packard's signed up will get the spots. We meet at the Albertsons parking lot in Del Mar just off I-5 at 8:15 A.M. for an 8:30 entry to the fair. For this event you have to be in a Packard. I have room for four souls.*

*Notify Steve Ross if you plan on attending. Phone 619-508-3925, 760-749-1277, or in-ewsx@sbcglobal.net*

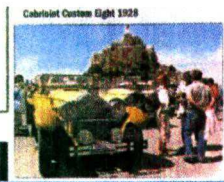


Photo Xavier de Nombet

Can you the find the San Diego Packardites in this photo?  
This is the country home of the French Packard dealer  
from 1930 until 1960

Euro Packard Meet 2011



## 2011 Event Calendar

<u>Date</u>	<u>Region</u>	<u>Title</u>	<u>Location</u>	<u>Tour Leader</u>
July 2 or 3	SD	San Diego County Fair	Del Mar	Steve Ross/Mark Burnside
Aug 14	SD	Sunday Driving Tour/Lunch	TBA	Steve Ross
Sep 16	SD	Cruisin' Grand Packard Night	Escondido	Mark Burnside
Sep 17	SD	Rallye/Tour	Escondido	Steve Ross/Mark Burnside
Oct 22	SD	Highways 94 and 80 Tour	East County	Larry Johnson
Nov 12	SD	SD Police Museum Tour/Lunch	San Diego	Scott Napora/Richard Schauer
Dec 4	SD	Holiday Party	Lazy H	Steve Ross

## 2011 Dates For Optional Car Show Events That We Have Attended In The Past

<u>Date</u>	<u>Event</u>	<u>Title</u>	<u>Location</u>
May 29	Car Show	Vista's Strawberry Festival	Vista
June 10-July 4	Car Show	San Diego County Fair	Del Mar
Aug 7	Car Show	Automobile Heritage Show	National City
Aug TBA	Car Show	Orphan Car Show	Balboa Park
Sep 24-25	Car Show/Race	Coronado Speed Festival	Coronado
Sep 30	Cruise-In	Cruisin' Grand – Final Night	Escondido
Nov 20	Parade	Mother Goose Parade	El Cajon