

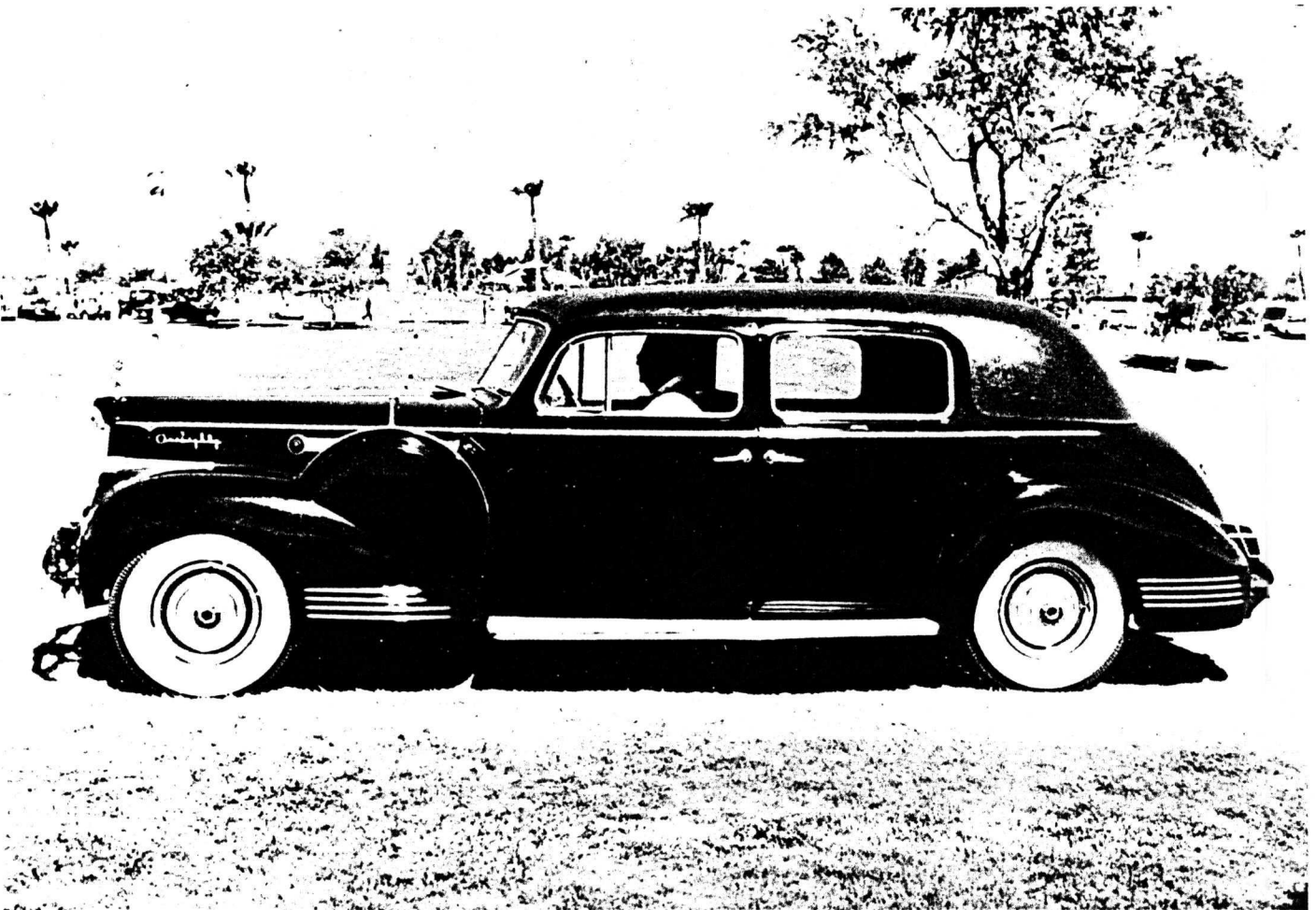
PACKARDS INTERNATIONAL MOTOR CAR CLUB

# Predicator

VOLUME 17

JULY 1992

SAN DIEGO REGION



1941 PACKARD CUSTOM SUPER EIGHT ONE EIGHTY FORMAL SEDAN

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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
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<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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- |             |   |
|-------------|---|
| July 1      | Regular meeting, Marie Callender's, I-15 and Miramar Road, Holiday Inn, 7:00 p.m. |
| July 3-5    | Street Vibrations, Costa Mesa **See attachment, we have a booth**                 |
| July 11     | Great American Picnic, Mission Beach, Joint Packard-Studebaker                    |
| July 22     | Board meeting, Ken Yankee's house   |
| 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!!   |

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## PRESIDENT'S FORUM

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### FELLOW PACKARD MEMBERS:

A controversy of some magnitude arose over the issue I presented in the May 1992 *Predictor* entitled, "ALERT FOR ALL TRAILER & RV OWNERS." The material was presented to us from ACCC, which monitors legislation for vintage autos.

I was pleased when Ron Crampton sent me a note registering concern about the problem, and he did *more* than just become frustrated. I had included an assemblyman's name in the article, Richard Katz. Ron included the response from the assemblyman, which is presented in this issue. Put it in your glove compartment in case you are stopped.

The issue is whether or not a CHP officer can stop and cite horse or hobby cars being trailered or are pulling a trailer with the trailer weighing 6000 pounds or less. Assemblyman Katz's response is no.

However, Robert Gottlieb, Classic Car Editor of *Motor Trend* "stands his ground." He cites three California drivers that have been stopped and cited by CHP: Erik Baltzer of ACCC; Jennie Withers, Great American Race driver; and Tim Shannon. Mr. Gottlieb is researching this and will get back to us.

AND we are notified by our Packards International Board Member that there is another state citing autos/trucks and trailers under similar circumstances.

It suggests that this issue is not closed. PUT THE LETTER IN YOUR CAR. As information is available, I will keep you posted.

*Prexy Pro Tem,*

*BJ*

P.S. Casey reports they have reached Fairbanks and the road to Prudhoe Bay is closed. They will go to the Arctic Circle. "The roads are no good for a Packard tour. But what an adventure! A supernatural scenic adventure."

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## WELCOME, NEW MEMBERS!

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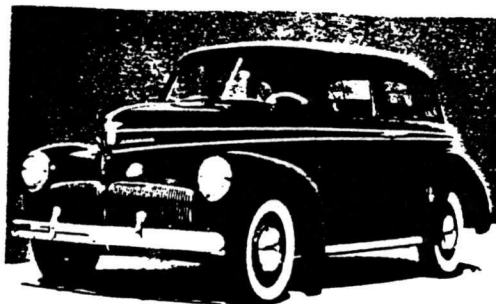
Henry B. & Jeanne M. Johnson  
4336 Vista Coronado Dr.  
Chula Vista, CA 91910  
(619) 427-3174

### COVER CAR STORY

1941 Packard Custom Super Eight One-Eighty Formal Sedan owned by Vic Born. Model 1907, Body Style 1432. Equipped with radio, 2 heaters, overdrive, cormorant hood ornament. Wheelbase 138", Price \$3045. Introduced 16 Sept. 1940, and produced thru 24 August 1941. First year for Electromatic clutch. Only 930 One-Eighty series cars made in all styles. 2-tone paint optional. Turn signals std on 180 only, New pressurized (7-1/2 lb) cooling system, 356 Cu In. displacement, 9-bearing crankshaft, 6.45:1 comp. Ratio, 160 Hp at 3600 RPM. Weight 4380 lbs, Sold new in the Kansas City area reportedly to a regional Packard executive, Vic bought it from a Packard enthusiast in Wichita, Kansas in 1960, and has lovingly maintained the beautiful formal sedan ever since! The car has been mechanically restored, and has new paint and new black leather upholstery in the driver's area. Otherwise, it is original. Show quality, it can tour with the best of them!

JOINT PACKARD - STUDEBAKER PICNIC

\* July 11, 1992 \*



PLACE:

De Anza Cove - Mission Bay Drive  
Grass park area across from the Mission  
Bay Golf Course. SEE MAP

TIME:

10 AM - Line up cars

\* We cannot reserve spaces so please arrive  
early so we can park together.

NOON - Picnic

Hot dogs, hamburgers and drinks provided by  
the clubs. Bring side dish or dessert and a  
healthy appetite. Picnic supplies will be  
provided including tables - bring extra folding  
chairs.

PEOPLES CHOICE:  
AWARDS

Each club will vote for their favorite car in  
the other club.

2 PM - Trophys awarded

ENTERTAINMENT:

10 AM - Start of Bocce Ball Tournament - 4  
person teams.

11 AM - Childrens games will start - including  
water ballon toss, egg run and 3 legged race

Horse Shoes - All day long - no formal tournament

\* Ribbons awarded 2 PM.

RSVP CONTACT:

Colin Fort for both clubs (619) 753-5724 eves  
by June 30th - please let us know how many are  
coming for planning purposes

FAMILY FUN:

All family members are encouraged to attend.



52

A

B

C

D

E

F

52

SEE MAP

SEE MAP

# STREET VIBRATIONS<sup>SM</sup>

GOOD TIMES ♦ GREAT CARS ♦ ROCK'N'ROLL

**JULY 2 - JULY 5, 1992**

**South Coast Plaza  
Costa Mesa, California**

**A Celebration of America, the Automobile, and Rock'n'Roll  
1000 cars - 1909 to 1975 - Classics to Customs  
Prizes - Trophies - Awards for all car events**

**EVERYONE WELCOME - DON'T MISS...**

- ♦ **NATIONALLY TELEVISED! Boulevard of the Stars line-up in formation to welcome...**
- The Interstate Batteries Great American Race!**
- ♦ **1st Annual and Wonderful Street Vibrations Concert**
  - ☆ **U.S. NAVY CEREMONIAL BAND** ☆
  - ☆ **PLATTERS** ☆ **COASTERS** ☆ **DRIFTERS** ☆
  - ☆ **PLUS ROCK'N'ROLL LEGEND** ☆
- ♦ **"Vibrations Bop & Boogie" Street Dance**
  - ☆ **KAPTAIN KARDIAC** ☆
- ♦ **Poker Run & Burger Shootout**
- ♦ **Shine Time - over 1,000 great cars on display**
- ♦ **Vibrations Showdown Cruise**
- ♦ **Car Corral**
- ♦ **Vintage Gold Car Auction**
- ♦ **Swappers Dream Meet**
- ♦ **Cool Cats Cafe**
- ♦ **Covered, Secured Parking**

YES, WE WILL HAVE A BOOTH AT THE SWAP MEET. COME AND HAVE FUN!  
*Need Help*

MEMBERS

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Rusty Areias  
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Steve Clute  
Jim Costa  
Delaine Eastin  
Gerald Eaves  
Robert Frazee  
Bev Hansen  
Bill Lancaster  
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Alice Livingston

ADDRESS  
State Capitol  
Sacramento, CA 95814  
(916) 445-7278

# Assembly California Legislature

## ASSEMBLY COMMITTEE ON TRANSPORTATION

RICHARD KATZ  
Chairman

May 19, 1992

Mr. Ron Crampton  
8590 Sunrise Lane  
La Mesa, CA 92041

Dear Mr. Crampton:

Thanks for your letter asking whether motorhomes or similar RVs pulling trailers must stop at CHP truck scales. Contrary to information in some trade publications, no new laws on this subject became effective on January 1. CHP does not regulate motorhomes/RVs, and they do not have to stop at truck scales.

There has been a requirement for approximately 40 years that a truck and trailer combination longer than 40 feet must stop at CHP weigh stations. This applies across the board, with one exception: a pickup truck pulling a trailer where the gross vehicle weight of the trailer is 6,000 pounds or less does not have to stop at the weigh stations, as long as only the user's personal property (such as horses or hobby cars) is being carried in the trailer. Motorhomes are not trucks.

I hope this information is helpful.

Sincerely,



RICHARD KATZ, Chairman  
Assembly Transportation Committee

RK:ela

Enclosure

## ◀ THE MAKING OF THE WORLD'S MOST FAMOUS HIGHWAY ▶

RVers are no slouches when it comes to making tall tales taller. The dust gets thicker, the mud deeper, and the mechanical problem more complex with each telling of a tale of the road. But even RVers cannot compete with the tales of the Far North, the legends that have grown up around the campgrounds. RVers will find them everywhere: in Whitehorse, capital of the Yukon Territory; on stages and street corners; and in bars and restaurants. They live there, and they thrive on tales well told. Even those who simply meet on the street have a story to tell about the hazards and horrors of life in the icy north and the hellish highway. You don't find these stories on an airplane or cruise ship or any tour!

A guide book says, "Travel to Alaska by highway and gently ease yourself into a new frame of mind." Who are they kidding? After all the stories I've heard?

Well, a new frame of mind started to form. The scenery is awesome; the roads are smooth and curvy; white mountain peaks shimmer on the horizon. I started to relax, smoked a cigarette, and my wife gave me a cup of coffee. All was well. As I rounded a curve, suddenly, there it was, a road sign: "HILL Prepare to Meet Your Maker." I broke out in a cold sweat. My cigarette went out the window, the coffee went to my wife, and she muttered through her teeth, "Oh, my!"

But first, the making of the highway, and the story's come back to me in a flashback and in living color.

The Alaska Highway stretches in a northwest direction from Dawson Creek, British Columbia, to Fairbanks, Alaska. It is about 1500 miles. You can't compare this highway with I-5. But it is not a wilderness road; rather, it is a road through the wilderness. Recognized as one of the greatest engineering feats of the 20th century, the Alaska Highway was literally punched out of the wilderness in 8 months and 12 days in 1942. Following

is a look back at the events in general terms. (There is no way to write all the events and happenings or our experiences on a day-to-day basis.)

An overland link between Alaska and the lower 48 states had been proposed for a number of years prior to 1942. But the bombing of Pearl Harbor in 1941 made it a military necessity.

On February 6, 1942, approval for the Alaska Highway was given by the Chief of Staff, U.S. Army. On February 11, 1942, President Roosevelt authorized construction of the pioneer road. In March, 1942, rights of way through Canada were secured by formal agreement between the two countries. A massive mobilization of men and equipment began. Authorized construction began in April, 1942, with crews working out of two construction camps, Whitehorse and Fort St. John. It was a hard life for the soldiers and civilians, working 8-hour shifts, 24 hours a day, 7 days a week. The official opening of the Alaska Highway was a ribbon-cutting ceremony held November 20, 1942, on Soldiers Summit at Kluane Lake.

This year is the 50th anniversary. When we planned this trip two years ago, little did we know about this celebration, of re-enactment of Army motors convoys, airmades, float plane rallies, air shows, trailblazers treks, parades, or fireworks. Perplexed I stand and think back when I was a youth in the Netherlands during World War II, and when they play our National Anthem, tears flow down my cheeks... And, yes, I am proud to be an American.

*As always,*

*Casey*

Next month: Alaska Highway starts slowly, but ends in a hellish nightmare!

***The  
Alaska Highway  
winding in and  
winding out  
fills my mind  
with serious doubt  
as to whether  
"the lout"  
who planned  
this route  
was going to h—!  
or coming out!***

***—Anonymous***



*During the highway's construction, engineers removed muskeg and topsoil, then backfilled with gravel and rock, which promptly sank into the mud when the roadbed thawed. Swampy sections of the highway were turned to quicksand by rain. Hundreds of miles of road were corduroyed. (Courtesy of Yukon Archives)*

## This story begins with a bang.

Until World War II, there was no direct land route from the lower United States to the Yukon or Alaska.

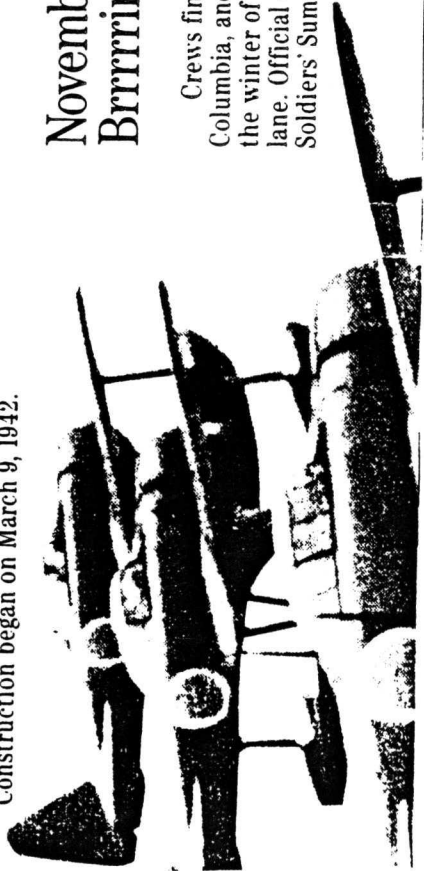
The Japanese bombings of Pearl Harbor and later Dutch Harbor changed all that.

The Alaska Territory suddenly gained important status as a strategic military outpost.



As a result, the Alaska Highway was built by American troops and equipment. Canada supplied the right of way and materials. Native Indians, trappers and prospectors were hired to assist the U.S. Army surveyors.

Construction began on March 9, 1942.



## It took guts and tractors.

Hardship and heroism built the Highway. Machinery snapped, ice jams rammed pilings, overflowing streams ripped out bridges, bottomless muskeg

swallowed trucks and bulldozers. At the peak of construction, 11,500 troops, 7,500 civilians and 11,000 pieces of equipment worked on the road.

Crews battled the elements and geography, overcoming nearly insurmountable logistical problems.



## Wake up, sleepy heads!

A month after construction began, the sleepy villages of Dawson Creek, Watson Lake, Whitehorse and others, woke up to occupying armies of military engineers. Their small populations mushroomed to the thousands by the end of 1942, changing the lifestyles of natives and others, forever.

## November 20, 1942. Brrrring on the trucks!

Crews finally met at Contact Creek, British Columbia, and at Beaver Creek in the Yukon, in the winter of 1942, completing the single pioneer lane. Official opening ceremonies were held at Soldiers' Summit (Mile 1.061) in one of the

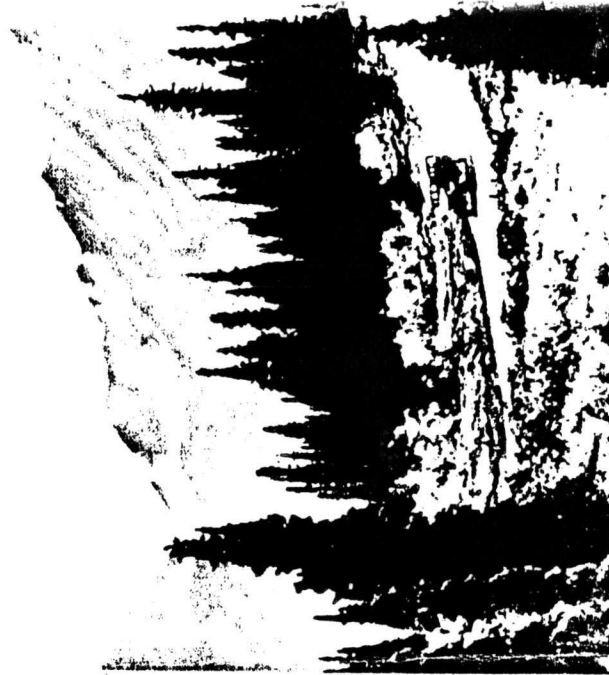
worst winters in history. 8 months from the beginning of construction.

## There was a crooked mile.

Stories abound why the original highway was so crooked. It went wherever a bulldozer could go...around muskeg, curving as a defense, following the path of a rutting moose. The early roughness earned it the reputation as a "junkyard for American cars". But what adventure, what excitement lay along its crooked miles!

## Hurray for the PRA!

In early 1943, it fell to the Public Roads Administration to undertake the reconstruction that would turn the Alaska Highway into a year round, all weather road. Over the next 7 years, five major contractors overseeing 70 private companies worked to bring the road "up to snuff". In 1949, the Highway was re-opened to full-time civilian traffic—with noticeable improvements!





# FALLBROOK SHOW A ROUSING SUCCESS



We "broke in" new Tour Leaders  
Denise and Bruce Newton -- great job!!

Photos by Fred & Sumiko Spector



# AUTO MUSEUM NEWS

## Plans announced for \$250,000 Museum project

By Noel Allan

Plans for a \$250,000 major re-design of the second floor of the San Diego Automotive Museum have been announced by trustee John A. Rose.

"All non-load bearing walls will be removed on the south side of the mezzanine level; the current rest room will be upgraded and 10 corporate spaces will be created," said Rose, whose Toyota dealership in San Diego was the first in the United States.

"Visitors to the Museum will learn how gasoline is made, rubber tires are constructed and how a spark plug works."

The focus of this exciting mezzanine project is directed at young people. The Museum of the future will serve as an educational springboard to motivate and teach skills in the vast automotive industry which fuels the country's economy.

"This \$250,000 project also will provide a new income stream and offer additional services for our constituency as we upgrade the existing 35,000 square feet," said Jim Harris, director of the Museum.

An elevator is incorporated in the plans to facilitate handicapped visitors.

Completion is set for December, 1992.

The architectural rendering was done by Donald J. Reeves of Reeves and Associates. Reeves was the architect for the Pacific Beach and Poway post offices, a wing of the VA Hospital and founder of the restoration of San Diego's Gaslamp District.

## NEW MEMBERSHIP OPPORTUNITIES LIST INSURANCE, AUTO PARTS CLUB PACKAGES

In a move to enhance new memberships and entice renewals, the San Diego Automotive Museum has announced a broader series of "pocketbook benefits."

Executive Director Jim Harris announced that a total of 10 benefits will be included with a single \$35 membership fee to the Museum.

"By calling this new program 'pocketbook benefits,' we mean the personal value to each person," Harris said.

"In other words, the amount saved by a total of 10 benefits is worth more than the \$35 cost per membership."

The new benefits include a car insurance package (lowest rates in the country for qualified cars), an Auto Parts Club membership (\$10 value), and a Grand Garage Car Care Product Package (worth \$19).

Already, a member of the Museum is entitled to unlimited free visits, two free guest passes, a 10 percent gift shop discount, quarterly newsletter, invitations to special events including the annual membership party, and library research privileges.

Harris said additional benefits being developed are access to the Museum's below market rate vehicle storage and light restoration/maintenance facility, travel and entertainment packages, golf discount card, tour package of other museums in the United States and abroad, and other exciting specials for a member's enjoyment.

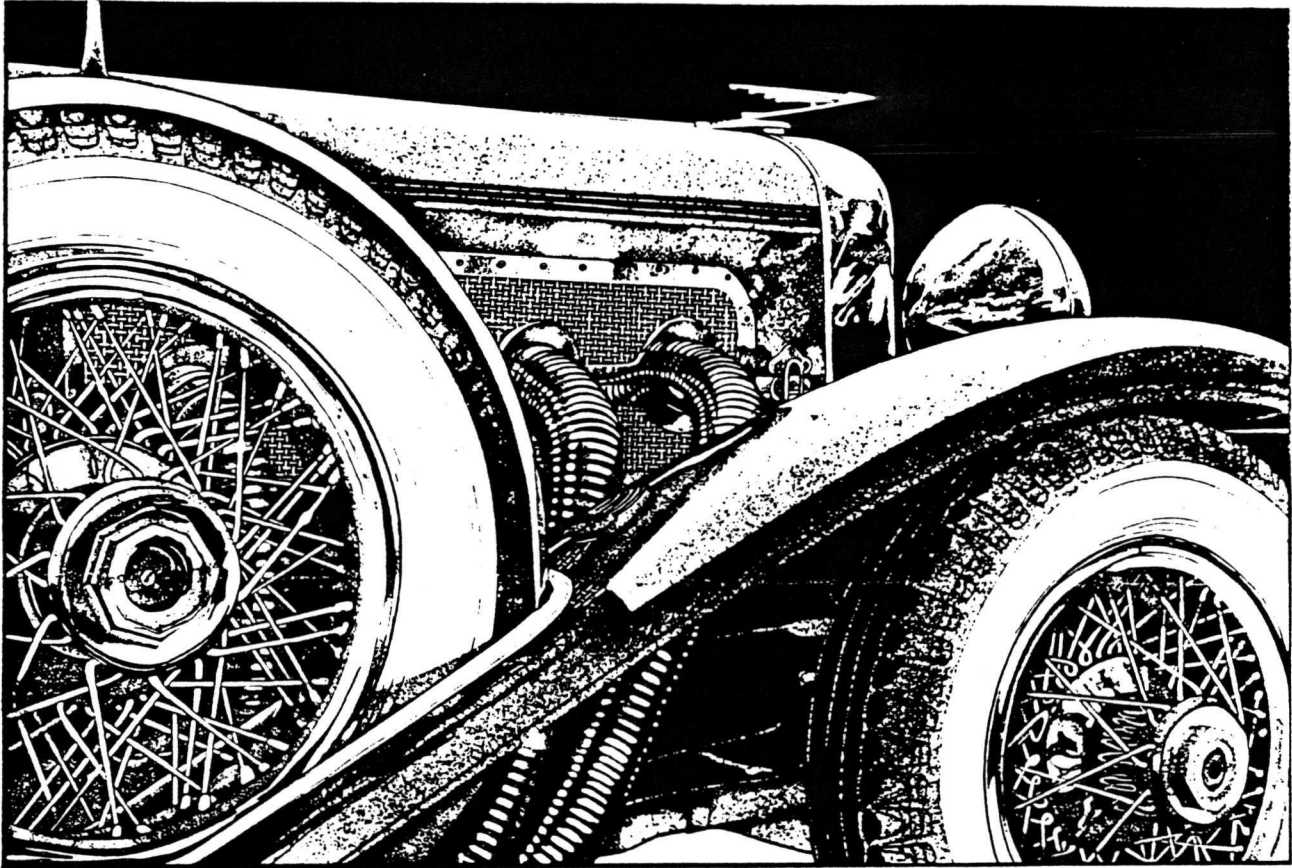
"Most importantly is the progressive change to help local car clubs generate increased membership," he added. "For each car club member who becomes a Museum member, the Museum will rebate money to the club."

### Is your Packard Ready for the Long Hot Summer????

If your Packard has not been serviced during the last 3 months or 3,000 miles, it should be ready for at least a lube, oil & filter change, plus, check of all fluids. Your engine may start easily and perform well, but if you haven't checked the lubricant on your distributor cam, the points could close on a long trip, causing loss of performance and possibly stalling. In addition, inspect fuel and air filters, and belts for proper adjustments and condition. Have you replaced any radiator or heater hoses lately, if so, you should check all clamps for tightness and all other hoses for condition and replace if necessary. And while checking the hoses, when did you last change the antifreeze? Other items that elude our maintenance thoughts, when did we last re-pack the front wheel bearings? If over 2 years high or low mileage, it would be a good time to check and re-pack if necessary. Naturally at the same time you would inspect brakes and inspect tires for condition. Tire sidewalls deteriorate sometimes faster than the tread, so an inspection is a good idea. Door locks and strikers as well as the trunk lock need lubrication and don't forget the hinges. Another preventive maintenance item is to spray all door seals and trunk seals with a silicone or rubber preservative spray. Doors and trunks open and close easier. As you know, there are thousands of parts on a Packard, but if you check all of the above on a regular basis plus fuel lines, exhaust systems, shocks and suspension, you will have a nice running Packard.

Barney Lindemann  
Tech Advisor  
NORCAL Region

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



© W. Kochler '90

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



*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:

THE  
SAN DIEGO  
AUTOMOTIVE  
MUSEUM

AMERICAN  
CANCER  
SOCIETY

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## CHRYSLER TOUTS SAFE ELECTRIC CAR

By Bob Wells AP from Fresno Bee

Iacocca says Chrysler will have the first electric car that meets federal safety standards. They are slow and expensive. Chrysler is planning to build at least 50 TEVans starting in December. It will cost between \$100,000 to \$120,000 and take 25 seconds to reach the top speed of 65 MPH. The batteries will need an 8 to 9 hour recharge after traveling 100 miles.

Ford has an Ecostar which recharges in less time, 5 to 6 hours, and goes 5 to 10 MPH faster but it is still in the testing stages. GM promises an electric car in three years and Nissan says it has a car that can run 100 miles and requires only 15 minute recharges.

Mazda is testing a hydrogen car which has no emissions.

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## STEERING DEVICE FOR TRAILERS

from the Fresno Bee

Developed by an engineering professor at the University of Utah, a computer chip attached to the hitch and the back of the trailer enables it to steer around curves, dodge obstacles, and make steering corrections while backing up at 30 MPH..

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## WANT ADS

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

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

**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

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

*Classic* **METALWORKS**  
AUTO TRIM RESTORATION

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

(619) 294-7100  
BY APPOINTMENT

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## NEW MEMBER PROFILES

**Richard and Tracy Schauer** reside in San Diego, where Richard works at General Dynamics Convair Division as an Industrial Engineer. Richard has nurtured the vintage car hobby since boyhood, and chose Packard because of its beauty and elegance, particularly the pre-war cars. That is why he owns a 1934 Model 1100 Standard Eight 4-door sedan, currently under restoration. Purchased in Connecticut, it was a badly neglected junk yard car. It has not been run for at least 20 years, and needs a new body. Richard and Tracy are anxious to eventually drive and display the car on our club tours.

**Bob and Kathy Cueva** live in La Mesa. Bob is a physician. They own a 1940 Model 1800 Six-Cylinder 4-door sedan. It is currently undergoing some mechanical restoration at Bryan Packard to make it road-worthy. Bob says his father had always spoken highly of Packards. "I had been in the market for a '60s or '70s muscle car, when I saw the ad for the 1940 Packard, and bought it on sight!" The car was owned by a GM employee in Springhill, Tennessee. The previous owner had found it in a factory back room where it allegedly had been for 25 years. The odometer reads 38,000 miles.

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## WANT ADS

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**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

*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



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.



#### 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.



#### 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.

#### BATTERY/TOOL BOX COVER GASKET



SECTION

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."

#### 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 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.

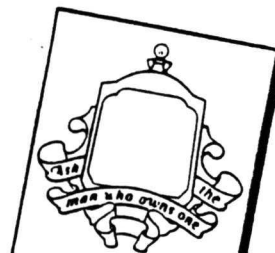
#### MOTOR OIL STRAINER SCREEN

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.

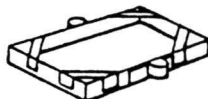
#### POSTER



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

#### 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%

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

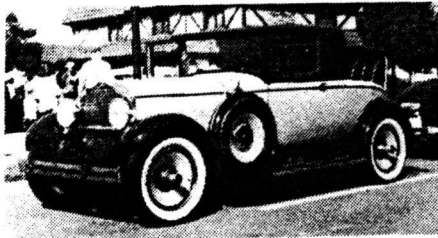
Lists all features with beautiful rendering of the fabulous 1956 show car. \$0.50

REPRINTS

# LEMON GROVE PLATING

1400 CLEVELAND  
NATIONAL CITY, CALIFORNIA 92050

There is no  
SUBSTITUTE  
for  
QUALITY.



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?  
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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 July 1992  
Carlsbad, CA 92009



Address Correction Requested