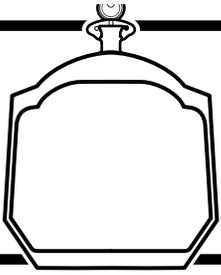


More than a Club; a Lifestyle



# Packard's Today



Official Publication of the Southern California Region of Packards International  
Devoted to the Enjoyment and Preservation of the Packard Automobile

July-August-September 2019

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Marano collection: 1940 Packard Darrin Convertible Coupe once owned by "Dutch" personally.

***PI visits Hershey — Tonopah Nevada tour — Marano Collection —  
Las Vegas Concours Preview***



*Hershey Car Show: 1940 Packard Darrin in a rare color -- blue. Owner is David Gaunt out of Naples, Florida.*

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## **PI VISITS HERSHEY SWAP MEET AND FLEA MARKET**

**OCTOBER 9-12, 2019  
HERSHEY, PENNSYLVANIA**

TEXT AND PHOTOS BY MARK MOCCIA

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**H**ershey Pennsylvania is lovingly known to many as "The Sweetest Place On Earth".

And so sweet it is for all the classic car enthusiasts the world over who take the annual pilgrimage to the AACA's Eastern Fall Nationals. For 65 years, Hershey Park has played host to the world's largest collectable automotive show and flea market.

With over 1,000 classic and vintage cars on display, and well over 3,000 vendors exhibiting everything from parts, tools, memorabilia and special restoration

services, Hershey in October is the place to go if you love old cars.

By walking around the grounds of the show one is instantly impressed by the enormity of the event, and the scope and range of the participants. Foreign accents can be discerned everywhere you go. For the first time visitor, it can be a bit overwhelming. The show and flea market encompasses over 330 acres (half of a square mile). And that doesn't include the parking! So plan on doing A LOT of walking and wear comfortable shoes.

For Packard enthusiasts, it is

definitely the place to find parts and cars for sale. There were over 80 vendors specializing in Packard parts and accessories alone, and a number of fine Packards for sale in the Corral. Hershey's "Car Corral" is a legend in and of itself, with hundreds of cars for sale all lined up in the outer span of the 330 acre market. With so many makes and models on display for sale, it is an amazing spectacle to behold.

Over the years, more than a few proud classic car owners can claim the Hershey Car Corral as the place where they found their special family treasure. And for those who need a little more entertain-

ment than just chrome and steel, the event hosted a variety of other activities throughout the week.

Old Time Movies in the Music Box Theatre were available for viewing on Thursday, and a Race Car Condition Run, Hughs High-Wheeler Event and Ladies Luncheon and Talent Show comprised the agenda on Friday. This is why one must plan on making at least a week out of Hershey. Just perusing the Flea Market and Car Corral can easily take a full day. And then there is the Show Car Field on Saturday. Spectators can stand by at the gate for hours and watch over 1,000 cars enter the fields for placement.

This is an AACA judged event, with multiple class categories and hundreds of marques on display all restored to factory correct condition.

This year there were 34 impeccably restored Packards on hand at the show, including two very special entries by Ralph Marano of New Jersey. His 1938 Packard was coach built by Mayfair of London, England. Being the only one of its kind, the English touch afforded to much of the styling made this car easily stand out in the crowd.

His other entry was a 1934 Twelve Cylinder Coupe by LeBaron. The sweeping rear tailgate lines and pincer styled rear windows makes this car one elegant sight to behold.

Other noteworthy entries included a 1929 Hudson Phaeton with a magnificent two-tone paint scheme of orange over yellow, a 1932 Chrysler Roadster (AACA Grand National Winner), 1924 Marmon Speedster and a gorgeous 1933 Chrysler Imperial Convertible.

Visitors also do not want to miss the National AACA Museum conveniently located nearby. The permanent cars on display represent a very nice cross-section of the hobby, from the early years of automotive history, through the elegance of pre-war, the intense competition of the 1950's to the

muscle cars of the 1960's and 70's, there is something for everyone.

Their exhibits are professionally displayed with impressive backdrops and frequently changed, so annual Hershey participants will have something new to see.

This year, Studebaker was the



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1955 Studebaker in the AACA Hq building.



Fred and Jackie Bruner of Max Merritt were already sold out by the time we got to their booth. You can still reach them at [fred@packardparts.com](mailto:fred@packardparts.com)

featured company with many beautiful examples on display. The AACA also has a Library and Research Center available for visit, offering research material and information and also providing the visitor with access to duplicate and excess original automotive literature. The Library

receives donations on a regular basis, and has an abundance of materials made readily available for research by enthusiasts.

S

This 1939 Packard Twelve Coupe, owned by the late Ken Kercheval, PI member and star of the "Dallas" TV series, was seen for sale in the Corral.



Sky view of the Car Corral.





Famous artist Salvador Dali once said, "The two most perfect designs in nature are an egg and a woman." The artists at Lalique have proven this to be accurate. This hood ornament still appears on many luxury cars today including the '38 Packard shown at right.



Old Pals: The author, Mark Moccia (right) with (l to r) PI members John Dalton and the seldom seen but modest Ralph Marano.



Ralph Marano arrives at the show field at the crack of dawn with his 1938 Packard Coupe/Roadster by Mayfair of London. This car has won Pebble and several other Concours even though the steering wheel is on the wrong side. So far, he says, he's not been dinged for it. In honor of the car's British heritage, Ralph says he spoke English for his entire time at Hershey.



1956 Studebaker Golden Hawk in front of magnificent Golden Gate Bridge backdrop at the AACA Museum.

See this publication in  
COLOR at  
[www.packardssocal.com](http://www.packardssocal.com)

1931 Studebaker President  
in the lobby of the AACA  
Museum.



View from the second floor rotunda of the AACA Museum.



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*L to R: Ray Klein, owner of the '57 Hudson, Troy James, and John Fuller, owner of the '51 Packard 200, plot their strategy of touring the historical town of Goldfield, Nevada, population 268, elevation 5,690 ft, but loaded with history. In the early 1900s, it reached 20,000 population to mine its gold, silver and copper and was Nevada's economic leader of the day.*

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## **PI TONOPAH - GOLDFIELD NEVADA TOUR**

**APRIL 5-7, 2019**

**TONOPAH AND GOLDFIELD, NEVADA**

STORY AND PHOTOS BY JOHN MARKS

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**W**e arrived about 1:30 and checked into the remodeled Mizpah Hotel built in 1907 with all its grand splendor of the past.

A little later, all the others showed up. After the normal greetings we all went on our way to our room, to prepare for dinner

at 6 in the hotel's own Key Pittman cafe, named after a former Nevada Senator.

Meanwhile we took a side-trip to the Central Nevada Mining Museum nearby which displayed artifacts from early Nevada history and the mining industry that developed at the turn of the 1900s.

It showed the culture from the earliest times to the 1960s. Then we met at 6 for an excellent dinner at the Pittman Cafe, talked Packard and our plans for the following day, up at 9 AM to caravan to Goldfield and the mines.

The caravan to Goldfield (pop. 268, elev. 5,690 ft) was a 30 mile



*This 1954 Packard Clipper Sportster greeted us as we entered the city limits of Goldfield. As you can see, a few modern amenities were available to us tourists: Subway sandwich shop, Chevron, Burger King and 76 gasoline.*



*The Tonopah-Goldfield RR was the speed demon of the day schlepping that gold, silver and copper up and down its 60 mile narrow gauge track at well over 20 mph. It operated from 1903 to 1947. During the WW II years ('41 to '46) when gasoline rationing hindered motor traffic, this RR was the only way to support the mines. The remaining trackage looks like a train to nowhere. It remains as a reminder of the ingenuity and ambitions of the early 1900s pioneers.*



*The Goldfield Courthouse, erected 1907, is one of the few original buildings that survived the fires of 1923 and 24.*

ride to the historic town which was founded in 1902. It was some of the richest mines at the time, from 1906 to 1910 and was once the largest town in Nevada with 20,000 people. Goldfield became the leading economic and political power in the state.

There were two fires in Goldfield, one in 1923 and another in 1924, leaving only 10% of the town intact.

The Goldfield Hotel is in the process of getting



*The Dinky Diner was our choice for lunch. Fortunately, the portions were not dinky at all, especially, the drinks. A memorable watering hole in a dry desert.*



*Where's Dave Lockard when you need him? This 1916 FWD truck is obviously ready for restoration. FWD, along with Packard, was one of the brands in the famous military convoy of 1919 led by LTC Eisenhower. FWD is still in business, Founded in 1909, at Clintonville, Wisconsin, FWD specialized in all-wheel drive vehicles beginning with cars but concentrating wholly on trucks in 1916 when the U.S. Army ordered 147 three-ton trucks for the Pancho Villa Expedition. Subsequently, the Army ordered 15,000 three-ton trucks for WW I. In 1931, Harry Miller built an all-wheel race car for FWD which ran at the Indy 500. Purpose was to demonstrate that all-wheel drive was not limited to off-road travel.*



*The Railroad bed where the railroad goes at night. The trains have already left. This system was in daily use from 1903-til approx 1946.*

restored. Several other structures and houses have survived. This is a quiet old town with old vehicles sitting around the town, even an old 1954 Packard Clipper Sportster on a hill just as you enter the south end of town on Hwy 95.

As we all wander about the town, lunch time approached so we headed to the Dinky Diner, the only cafe in town, but good food and service. Soon it was time to head back to Tonopah to explore another Historical town— Tonopah.

Back in Tonopah, we hiked up to the Tonopah Historic Mining Park. There were numerous producing mines in this area. Mines that produced gold, silver and copper from the 1900s.

The Museum had a 30 minute film on Tonopah history that was interesting and informative.

Next, we decided to make plans for dinner -- at



*This wagon resembles the wagons used in the famous 20-Mule Team caravans that carried borax ore out of Death Valley from 1883 to 1889 to a Railroad spur 160 miles away. The trip took 10 days each way. Each team consisted of 18 mules and 2 horses.*

*A 1960 Lincoln Continental 2-door waiting for his wheels to get balanced. Service can be slow on a hot Nevada day. But it's a dry heat!*



*The Santa Fe Saloon in all its glory.*

the Tonopah Brewing Company. On the walk to the site, we came across more older vehicles including an old Rancho, a 1960 Lincoln and two Mark Vs hidden in a garage. After dinner we returned to the hotel lobby and bar for a farewell toast.

We had a great time and learned some interesting things about the history of central Nevada. It was another fun and educational tour, typical of our PI tour planners. Just another exercise in our mission of venerating the past and keeping its memory alive.

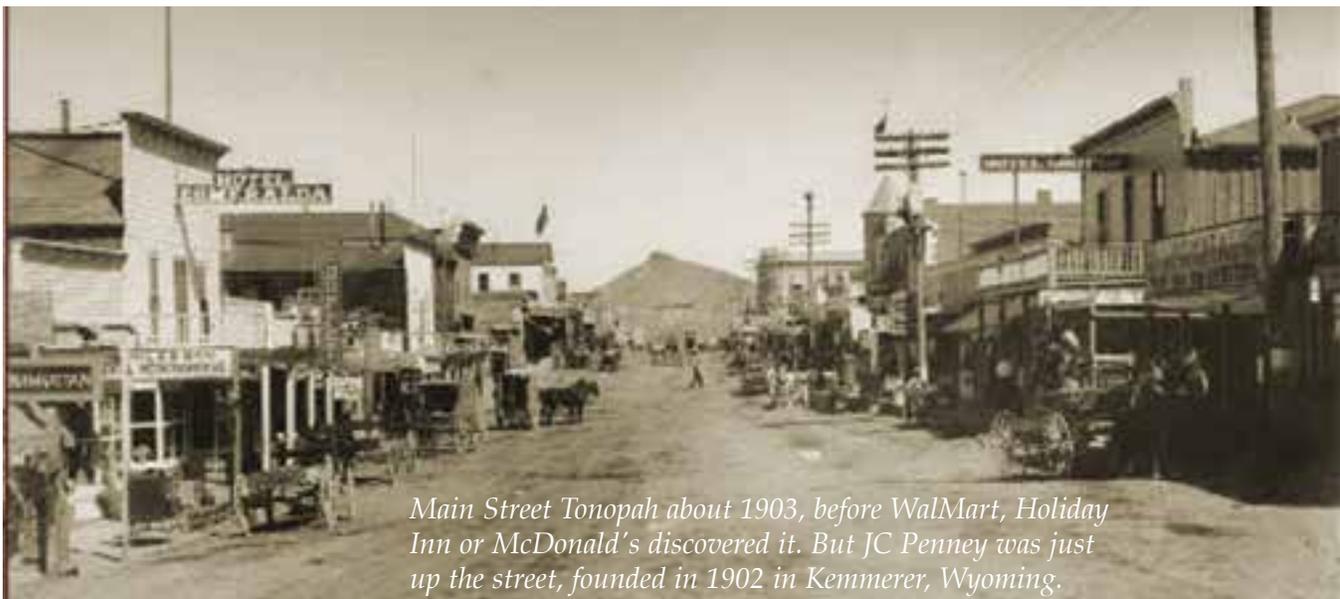


*The cars of some of our tourers were as old as the derelicts in the Goldfield junkyard. This 1957 Hudson belongs to Ray Klein. The 1990s Lincoln Town Car belongs to the tourmasters, John and Sheila Marks.*

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Mizpah Hotel  
1908.

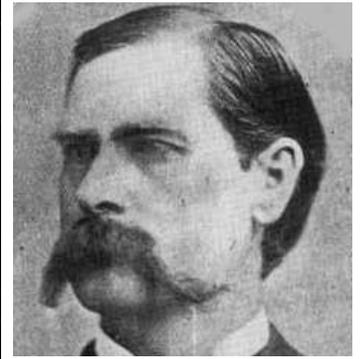
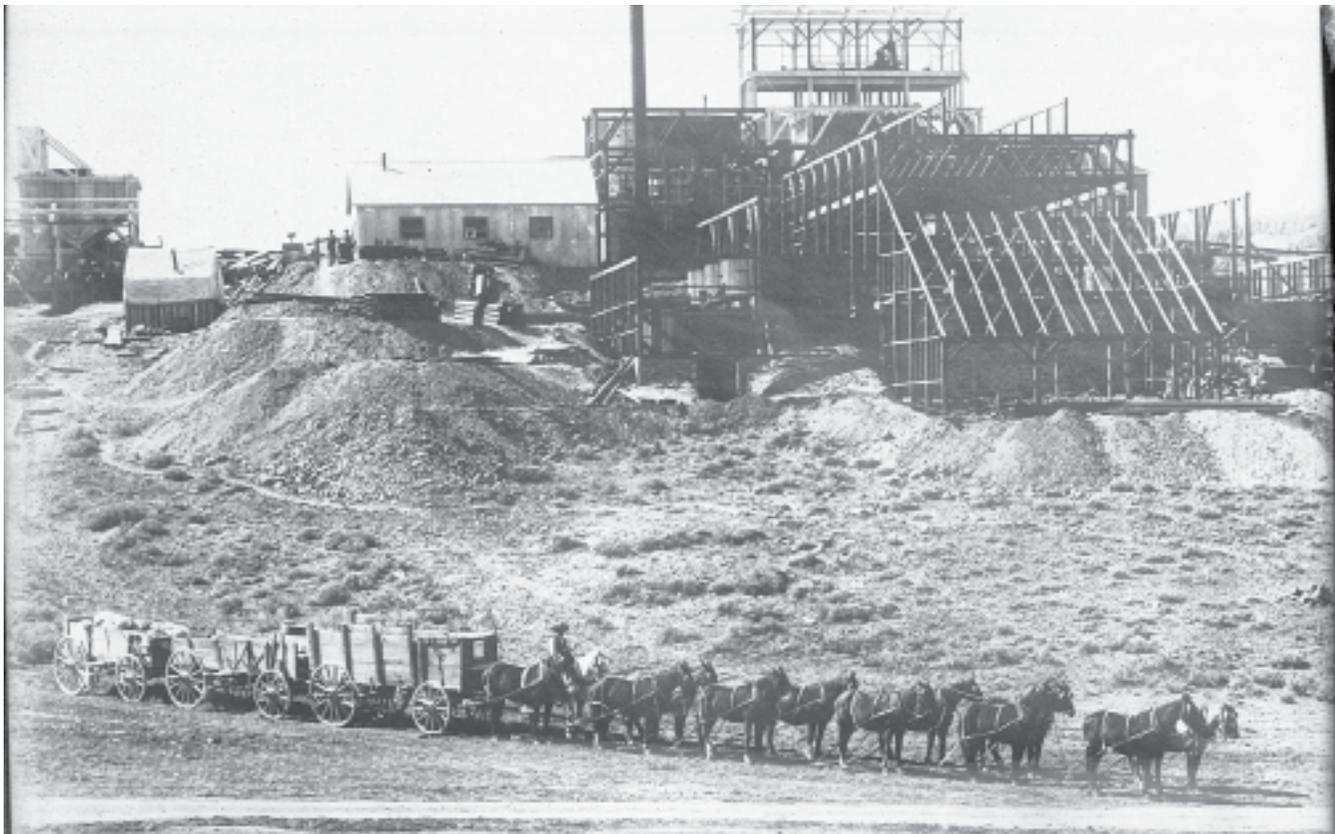


*Main Street Tonopah about 1903, before WalMart, Holiday Inn or McDonald's discovered it. But JC Penney was just up the street, founded in 1902 in Kemmerer, Wyoming.*



*This appears to be an authentic photo of Goldfield townfolk in 1905, but the banner under the windows gives away the secret. It was a posed portrait of Goldfield citizens celebrating their Centennial a hundred years later -- in 2005. Note the men are firing guns into the air.*

*One of the Goldfield mines in operation with the long distance freight system waiting for their loads. No doubt that teamster would have welcomed a Mack or Peterbilt to replace the mules and horses.*



*Wyatt Earp. (1848-1929) Single most famous Tonopah resident. Independent contractor, Professional gambler, teamster, and buffalo hunter, saloon keeper, miner, brothel entrepreneur, boxing referee, lawman, hero of the Battle of the OK Corral. Podner to "Doc" Holliday. A man who helped make America. A true legend in his own time.*



*A cautionary note to the celebrities in our PI readership; be careful who you shake hands with -- he may be after your job. President Ronald Reagan shakes hands with real estate CEO Donald Trump at 1987 White House reception, the year that "The Art of the Deal" was published.*



*Here's a Garage Style that would blow away Don Weberg; a Man Cave big enough to hold a Boeing 707, a Chevrolet Suburban SUV, a custom made Cadillac limo, a police cruiser and a police motorcycle. Four exciting methods for a politician to get out of town. What's not to like!*

## SAVE THE DATE – Reagan Library Tour – Jan 19, 2020 – SAVE THE DATE

Save the Date -- January 19, 2020

Our first Regional tour of the new year. We haven't been back to the Reagan Library since the Northridge earthquake. Lots of other things have happened since. New displays. More interaction machinery.

The old Air Force One Boeing 707 is still there. We can go through it and see how the government traveled in the 1980s. One wonders what George Washington would think if he could see this. He'd never chop down a cherry tree again.

The tourmasters are Karen Hallsman and the Blakes. Carole and Andy.

**New Displays just installed at the Library:**

- A F-117 Stealth Fighter plane is being installed as we speak. It is so stealthy it is invisible to the naked eye, so you will be given special glasses to view it. It may not "register" on your iPhone. Might need a special high intensity, microscopic refraction inflection lens with reverse attraction. Ask your optician for a prescription.
- "Lost Cities of Egypt" is a new feature of artifacts from two sunken cities on the Med coast which were discovered in 2000. By now they are dried out but the parking lots are still full. Worse yet, there is no "time" left on the parking meters.



## Schedule of Events - Jan 19

**9:30 AM - arrive at library parking lot**

**10 am - Doors open - self-guided tour  
begins**

**12 Noon - Box lunch under wings of  
Air Force One**

**Tourmasters: Andy & Carol Blake and**

**Karen Hallsman**

**Invitations in mail**

**Save the Date**

**January 19, 2020**

May 4, 1992 - Former President of the United States Ronald Reagan awards Gorbachev the first ever Ronald Reagan Freedom Award at the Reagan Library. Photo-Op in front of an authentic slab of the infamous Berlin Wall (1961-1989). Both men were out of office at the time.



*Authentic slab of the infamous Berlin Wall (1961-1989). Truly one of the most unique artifacts of history that can be seen at any political leader's memorial. And to add even more interest, the two opponents of their respective systems, agreed to stand together with the wall for this Photo-Op. U.S. President Ronald Reagan (1911-2004) and the USSR's Mikhail Gorbachev (1931-current) in 1992 at the Reagan Library, Simi Valley, California.*

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# PI VISITS RALPH MARANO COLLECTION

OCTOBER 2019  
GARWOOD, NEW JERSEY

STORY AND PHOTOS BY MARK MOCCIA

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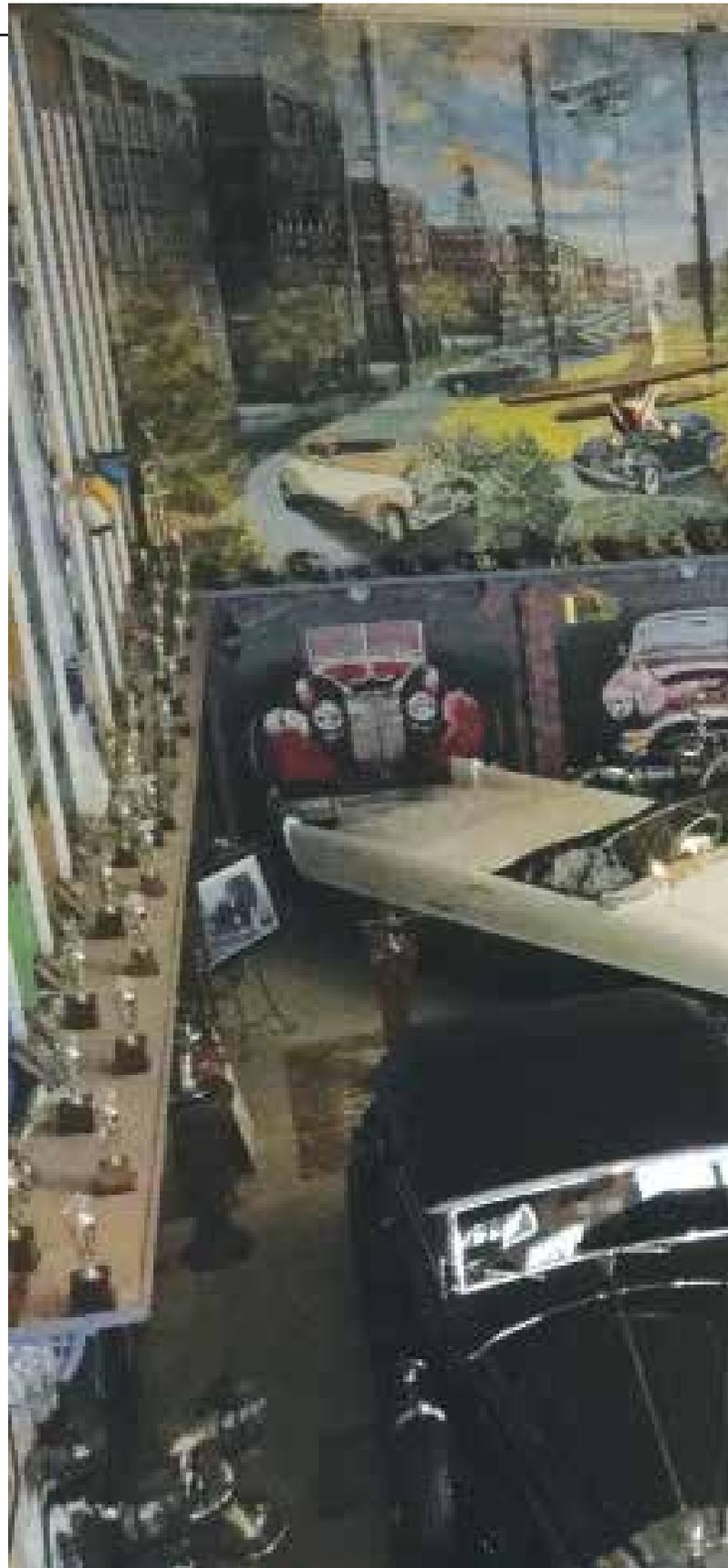
Everyone who is anyone in the Packard community knows the name Ralph Marano. With over 60 Packards in his collection, many of which are one-offs or historically significant in some way, Ralph Marano is a legend in the car collector world. Not only is it the sheer volume of special Packards that makes his collection so significant, but also the quality of the restorations proven by so many awards and recognitions received.

The Ralph Marano Packard collection is the epitome of world class in every respect. In his possession are many of the most unique and special Packards ever designed and built by the company in Detroit, and improved by dozens of special coach builders located throughout the world. Almost all of those builders are gone now, but their legends live on in the magnificent restorations that have emanated from Mr. Marano's direction over the last several decades.

His most recent achievement was first place in Packard Open Class at the 2019 Pebble Beach Concours D'Elegance for his beautifully restored 1934 1108 Twelve Dietrich Convertible. As are so many cars of the Marano Packards, this Dietrich is unlike any other in multiple respects. The car spent the greater part of its early life in the Washington D.C. area, and although the original owner is unknown, it is likely to have been an Embassy car as many Packards delivered to that area were. For many years it was stored in a dilapidated barn rotting away from exposure. Unlike other Dietrich cars of the era, the body line finishes off near the end of the gas tank apron. The door sill line drops down, very uncharacteristic of a Dietrich, and the radiator shell is 36", not the typical 37.5" that you usually associate with these cars.

It also has the early front end with a short hood-line and extended cowl. The interior is impeccably restored with its originally styled rolled and pleated seats, including jump seats. The only one of its kind known to include them. Also believed to be one of two Dietrichs devoid of a trunk.

Owning multiple examples from every year pro-



*The live green plants in the room keep the air purified for the carburetors during lengthy storage periods. Engines can start on command without choking.*



*An aerial view (with airplanes) of Packards in Paradise. Ralph Marano has gone to great expense to display his Packards in replicas of their natural habitat. Can you tell the difference between the real cars and the art renderings? And how many trophies can you count on the shelf at left? Stunning display!*

See this publication in  
COLOR at  
[www.packardssocal.com](http://www.packardssocal.com)

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*1934 Packard LeBaron Aero Coupe, only four were built and all still survive. An experiment in streamlining in 1934, the heart of the art deco styling meme. And Ralph Marano owns it. Shown here at the 2019 Hershey Car Show.*







*The one and only Request. Dick Teague's response to so many of them..... Ralph's collection includes countless "concept" Packards including Balboas and Pan Americans. And he drives them all.*

duced, Mr. Marano is also famous for his collection of Darrin Packards.

Many of these lavishly styled cars were originally owned by entertainment celebrities like Al Jolson, Clark Gable, Errol Flynn and George Peppard. He even has one originally owned by the Dutch himself.

Marano's elaborately decorated Museum facility in Garwood, New Jersey, showcases many of the concept cars that the Packard Motor Car Company produced during the late 1940's to mid-1950's. Second to last was the 1955 Request.

Starting out as a Four Hundred Hardtop, Packard Chief Stylist Dick Teague decided to fill the many "requests" for a return of the famously styled and patented Packard radiator shell that was somewhat lost in postwar production. Only one show car of its type was produced, and Mr. Marano





*This 1940 Packard Darrin Convertible Coupe was actually owned by the Dutchman himself! Note 1940 World's Fair tag on the New Jersey license plate. Authentic license plates are a typical Marano touch for virtually all of his cars.*

*Facing page: World's Fair promotion. A 1937 Packard Twelve Phaeton takes Edgar Bergen and Charlie McCarthy for a PR ride around the grounds at the 1940 NY World's Fair. Bergen is America's most successful ventriloquist. McCarthy was his constant companion usually sleeping in a suitcase. Car is possibly from the Mayor's motor pool. His Honor Fiorello LaGuardia was known to favor Packards. Today, a nearby airport perpetuates his name.*

*Newsreel cameras shooting Bill "Bojangles" Robinson dancing down NYC street at 1940 Worlds Fair to promote his 1939 Broadway hit, "The Hot Mikado," which moved to the Fair. It was a boffo hit for the fairgoers. A 1939 Packard Super 8 is clearly visible at left.*





*Ralph Marano is the only person in the known universe to own two Balboas. That rear-slanted rear window was installed on the '53 Caribbean. It was copied on some Lincolns and Mercurys of the 60s. A good idea is always a good idea.*

*Ralph Marano behind the wheel of his '34 Dietrich receiving his First Place in Packard Open Class award at this year's Pebble Beach Concours D'Elegance.*



*Below: Rear view of the '34 Dietrich shown at right in its place in Marano's garage. Note the tight and smooth fit of the top. Superb workmanship.*



found it and lovingly restored it back to its original grandeur.

Both 1953 Balboa's, also styled by Teague and his staff, can be found here as well. Essentially a base Caribbean, the Balboa features a very unique and beautifully styled C-pillar canopy that was adopted later by other admiring automotive industry designers.

Two Packard Panthers follow one another at the center of the display area, one restored to its original copper over black paint scheme followed by an unrestored version in white.

Some of his cars have mysterious pasts, including the 1948 Vignale Victoria Convertible. It was originally shipped to the Vignale studio in Italy in 1938 and then hidden

during World War II. The car resurfaced in 1948 with a freshly designed Italian body with only a few traditional Packard styling cues.

Touring this collection guided by a man who is personally driven to own, restore and showcase the world's premier collection of historically significant Packards, was truly a privilege and an honor.



*At this angle, the 48 Vignale Victoria looks like just another classy Italian sports car.....but that patented Packard radiator shell and crest give it away!*

This is a story of a self-made man, devoid of a college degree, whose rightful business affords him the means to fulfill this important and noble ambition that we all benefit from.

When you hear him talk of his early adverse circumstances that drove him to achieve his goal of owning such an impressive automotive collection, the most notable overtone is one of reverence for the country that has made it all possible. That is a perspective too often lost by many in this hobby, but never to Ralph.

§





Ground level view of the same scene shown on pages 16-17. Can you believe? A **pair** of Panthers in close formation. Who owns TWO Panthers? Only Ralph Marano. Now THAT's a dedicated Packard enthusiast!



*The celebrated 1934 Packard Twelve LeBaron Phaeton, the Hussy, made a rare appearance at the Las Vegas Concours. It normally resides in the lap of luxury -- the grand salon of classic cars at the Nethercutt Museum in Sylmar, CA—coincidentally, a destination of our own SoCal Region for our tour on May 9, 2020. Save the date!*

## PACKARDS AT LAS VEGAS

October, 2019

This article is a Preview of the real article that follows in the PI Magazine.

This Las Vegas Concours was the premier edition of a series that is planned for a long time to come. Some really big stuff happened with displays of the Nethercutt's famous 1934 Hussy LeBaron, Tom Neal's freshly restored '54 Seven Passenger Executive and Bruce Spangrud's winning '54 Caribbean.

The judges almost blew-up their calculators trying to add up the points. The Concours even violated the famous Las Vegas slogan, "Everything that happens in Vegas, stays in Vegas" by letting us know what REALLY happened with this show. More fun was had by all than was expected and everyone came home with a prize and precious memories. Enjpy!

§





*Tom Neal's 1st Place winning '54 7-Passenger back home in the arms of Custom Auto Service with its goody bag presentation. What a show!*

**Las Vegas  
Concours  
October 20-23, 2020**





*The Great Lawn where the exhibits took place. Stuart Sobek spared no expense in throwing the most lavish presentation possible. This Big Sky, with no clouds, that you see here was actually imported from Montana to make sure that no errant raindrops spoiled the event. The Sky has since been returned to the contractor, along with a wallet full of coupons for ten free plays at the Bellagio Casino.*



*No real need for a caption here, but there were so many Packard Cormorants at this show that it was temporarily declared the Las Vegas National Bird.*





*A snapshot of American Classics: 1954 Packard Caribbean, 1958 Cadillac Eldorado, 1959 Cadillac 62 Convertible, 1966 Cadillac Convertible, 1957 Olds 98 Convertible.*

*When the show was over, the party started here! At Bruce Spangrud's outdoor BBQ Kitchen & Strawberry Patch in a mostly quiet residential neighborhood in Las Vegas. Celebrants enjoyed a sumptuous repast of cedar-baked salmon, applewood bacon, Ponderosa Pine Tar and sugar maple oatmeal. The conviviality flowed in copious quantities.*



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# Notes from the Loony Bin—

by Breitbart News Text edited by Don Hull

## TRUMP'S EPA TO ROLLBACK C.A.F.E.

2 Aug 2018

Good news on the Regulatory Front. "President Donald Trump's administration has proposed to rescind onerous Obama-era gas mileage requirements," it says here. But actually, not "rescind," but to REDUCE the CAFE and emission rules. Obama's rules were insane, 50 mpg CAFE by 2025. Trump's proposal is a REDUCTION to 37 mpg by 2026. Trump has already mentioned a complete obliteration of the CAFE regs, but it's not yet politically feasible. He already knows that there is NO Constitutional authority for the fedgov to be writing specs for consumer products.

Trump's EPA, DOT, and NHTSA proposed a reduction to 37 mpg for 2010-2026 to give Americans access to safer, cleaner, and ultimately, more affordable cars. "We are delivering on President Trump's promise to the American public that his administration would address and fix the current fuel economy and greenhouse gas emissions standards. We value the public's input!" said Acting EPA Administrator Andrew Wheeler.

The EPA contended that the current Obama-era gas mileage standards have been a factor in the rising cost of cars to an average of \$35,000, The Obama-era standard mandated that automobiles sold by car companies have to reach 50 miles per gallon (MPG) by 2025.

The Trump administration also said it will propose to rescind California's unique authority to set its own fuel economy standards and that the EPA and DOT hope to set one national gas mileage and emissions standard for the entire nation. After the EPA announced in April that it intends to remove the Obama-era mileage standard, California and 16 other states sued the EPA to fight the Trump rule change. The federal government has issued a waiver for years so that California can set higher mileage standards than the rest of the country.

Mitch Bailwol, president and CEO of the Alliance of Automobile Manufacturers, is also on-board and said that he remains committed to one national mileage and emissions standard.

Myron Ebell, a senior energy scholar at the Competitive Enterprise Institute (CEI) and Trump EPA transition chair, cheered the Trump proposals.

Ebell said:

"It means that the federal government will have slightly less control over the kinds of cars and trucks people can buy. It might even cause car prices to stop increasing so rapidly. Even better news is the decision to take California out of the driver's seat for setting CAFE

standards for the entire country. Letting one state make decisions for people in other states makes a bad program even worse, especially since the state is California, which has been pursuing an anti-car agenda for decades.

Thomas Pyle, president of American Energy Alliance, explained: "What started as a mandate in the mid-1970's to reduce foreign imports of oil morphed into a costly and unworkable environmental regulation thanks to bureaucrats in the previous Administration and in Sacramento. President Trump should be commended for standing up for American consumers by reducing the regulatory burden placed on automakers.

"The fundamental question is clear: who should decide what types of cars consumers should buy, consumers themselves or bureaucrats in Sacramento or Washington? We think that answer is clear,"

Pyle added. "Almost all new cars also have electric parking brakes rather than manual (drive-controlled) emergency brakes and many people – me among them – are not comfortable driving a car that can't be manually stopped in an emergency."

-----  
Some of the many automotive advances that have happened WITHOUT fedgov meddling— the steering wheel, self-starter, 4-wheel brakes, automatic transmissions, overdrive, power steering, electric lights, A/C, power brakes, power windows, power seats, radios, the IC engine, V8/V12 engines, balloon/radial tires, and more -- were all created to offer a CONSUMER BENEFIT and thus increase SALES, NOT to appease anti-car zealots in government. —Ed



<p style="text-align: center;"><b>Why You Can't Afford to NOT Buy a Classic Car!</b></p> <p style="text-align: center;">By Eric Peters epautos.com</p> <p style="text-align: center;">May 10, 2019</p>	<p style="text-align: center;">This article does not mention Packard by name. But the arguments in favor of owning a "classic" car are the same as presented.</p>
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**I**f you like cars, you probably like classic cars. Like looking at them, at least.

But if you're like most of us, you probably don't own one – because you've probably never been able to afford one.

Well, now you can. At least, if you can afford a new car. Which, arguably, no one can.

New cars have passed several Event Horizons, the first and most obvious being their initial cost. The average price paid for a new car sailed past \$35k for the first time last year. 2018. This is well-equipped Camry / Accord family car territory.

People routinely spend this much on minivans, pick-ups and crossover SUVs.

And more on modern muscle cars like Camaro, Mustang and Challenger.

Money in that ballpark could also buy you a classic car – a restored one, brought back to better-than-new mechanical and functional condition. Not necessarily an exotic – but a cool car, regardless.

Including a cool old family car. A classic station wagon, for instance. Or how about a grand land yacht from the '70s? It may not have air bags – a plus in my mind – but it has something better – lots of steel.

And it'll be one that won't be worth a third (or less) what you spent to buy it by the time you

finally pay off the loan, as is always the case with new cars.

Which brings us to the second Event Horizon.

Depreciation . . . as opposed to appreciation.

Spend \$35k on a new Camry vs. the same sum on restored classic. Gentlemen, start your engines. The relative value of the two will pass each other like cars drag racing in opposite directions. The classic car will very likely be worth more than what you paid for it after five years; the odds of it being worth significantly less are slim.

The odds of your \$35k Camry – or any new car – being worth what you paid for it after five years are nonexistent. Even if you put it in hermetically sealed storage and never drove it. After five years, it'd be a five-year-old used car.

It will certainly be worth a bit more than other cars of its make / model / vintage. But it won't be worth what you spent.

And to achieve this "savings," you won't even have been able to use the thing for its purpose. What point is there in not driving the new car you just bought in order to keep depreciation at bay?

You're paying to NOT have transportation.

The third Event Horizon that makes buying a classic car vs. a new car sound financial sense is the economically limited lifespan of new cars – particularly the new-

est new cars, which are top-heavy with elaborate technology that will inevitably fail and which is often catastrophically expensive to deal with when it does.

This is an economic pratfall most people aren't aware of.

They are gulled into buying a new car because it is more "reliable" – and because of "lower maintenance costs." Both being true, but only up to a point. That point arrives when the modern car's complex systems – especially complex electronic systems – begin to fail.

Rest of story at:

<https://www.ericpetersautos.com/2019/05/10/why-you-cant-afford-to-not-buy-a-classic-car/>

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# 2020 Tour Calendar

**March 13-15, 2020**  
**Membership Meet**  
 Hyatt Regency Newporter, Newport Beach, CA

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**Jan 19, 2020**

**Reagan Library  
 Simi Valley**

TM: Blakes/Hallsman:

**Feb 9, 2020**

**TBA**

TM: National Board

**Mar 13-15, 2020**

**Membership Meet  
 Newport Beach, CA**

Tour Committee

**April 18-19**

**LaJolla Concours  
 LaJolla, CA**

TM: Tour Committee

**May 9**

**Nethercutt Museum  
 Sylmar**

Tms: Blakes/Hallsman

**June**

**7—HB Concours  
 Huntington Library  
 14—San Marino Motor  
 Classic**

**July 25**

**Cars & Coffee  
 Mission Viejo**

TMScheil/Wesselman

**August 9**

**Battleship Iowa  
 San Pedro**

Tm: Mark Moccia

**Sept - TBA**

**Vintage Village  
 Las Vegas**

Tms: Spangrud

**Oct TBA**

**Shindig  
 Palm Springs**

TM: Cathy Hull

**Nov 8**

**Cal State Park at  
 Riverside**

TM: Russel/Basil

**December 13**

**Christmas Party  
 Location TBA**

TM: SoCal Board

*The Fine Print: Dates and Destinations subject to change and are never final until the actual Tour Application is released.*

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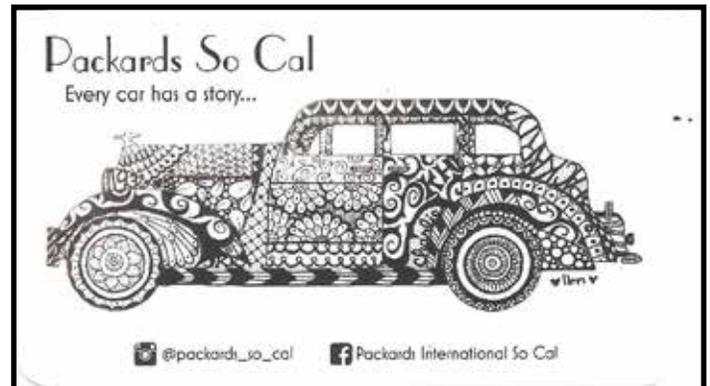
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