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Packard Digest

"Compiled for Packard Enthusiasts Everywhere"

May - June 2017



Packard

Dave Dolby's 1956 (5672A) Executive Sedan

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MOTOR CITY PACKARDS
of Metropolitan Detroit



2017 Motor City Packards Executive Board

**Executive Director: Dave Marold**

443 Grace Street
Northville, MI 48167
Cell: (248) 349-0094
dmarold@gmail.com

Activities Director: Dave Dolby

36494 St. Clair Drive
New Baltimore, MI 48074
Home: (586) 273-7636
davidadolby@comcast.net

Assistant Director: Kevin Luedtke

740 W. Lewiston Avenue
Ferndale, MI 48220-1271
Cell: (248) 877-3797
KTL711@mac.com

Assistant Activities: Dennis Kuhn

3689 Tanglewood Ct.
Ann Arbor, MI 48105
Home: (734) 663-6581
ss_pac@yahoo.com

Treasurer: Paul Gallagher

348 Mulberry Street
Wyandotte, MI 48192
Cell: (734) 552-4929
pgallager31@yahoo.com

Media Director: Debra Bennethum

4832 Goodison Place
Rochester, MI 48306
Home: (248) 285-8579
debra.bennethum@gm.com

Membership: Tom Mitchell

42802 Freeport Drive
Sterling Heights, MI 48313
Home: (586) 247-5921
PPG408@gmail.com

Digest Editor: Bob Ferrand

1594 S. Dowling Street
Westland, MI 48186
Cell: (248) 722-8375
bobish1@comcast.net

Secretary: Joan Luksik

4407 Derry Rd.
Bloomfield Hills, MI 48302
Home: (248) 932-3073
jluksik@comcast.net

Assistant Editor: Ed Ostrowski

12020 Fox Ridge
Plymouth, Mi. 48170
Cell: (734) 536-6421
ostrowski4@comcast.net

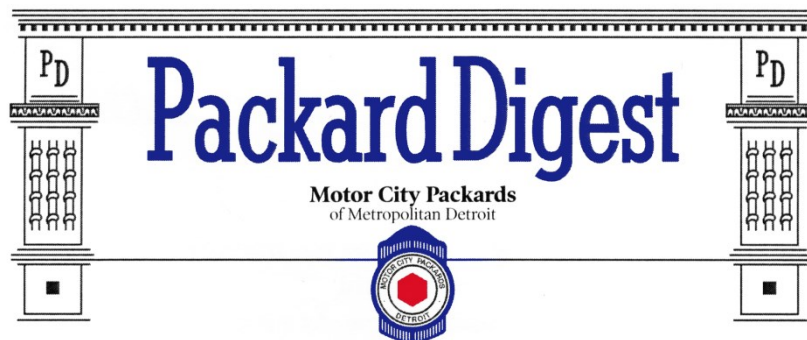
Projects Director: Bruce Blevins

9157 Timberline Drive
Grand Blanc, MI 48439
Home: (810) 287-7722
blevinsb33@aol.com

Past Director: Lois Porter

2330 Clarkston Road
Lake Orion, MI 48362
Cell: (248) 842-9325
loisporter1@gmail.com

www.motorcitypackards.com



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To join the National Club, call (763) 420-7829





From the Editor / Bob Ferrand

On the Cover of this edition is the attractive 1956, Eight Cylinder Packard Executive Sedan... owned by MCP member **David Dolby**. Dave joined MCP in 1979, not long after he had purchased a 1936 model 120 Touring sedan. He later replaced that Packard with a 1947, 2126 long wheelbase 7-passenger 'Custom Super Clipper' sedan. Over the years, Dave has been our club's Executive Director three times, for a total of eight years. He has also been our club's Activities Director since 2010. Dave purchased his '56 Packard Executive five years ago from long-time member Louie H. Baird. This Packard was built in mid-May of 1956, so its recent appearance at the Packard plant ground breaking ceremony was actually the 61st Birthday of this beautiful '56 Packard Executive sedan. (*This recent event will be featured in the next edition of the Digest*). David A. Dolby, affectionately referred to as "DAD" by **Dennis Kuhn**, and some of the other long-term MCP members, is truly one of the 'Founding Fathers' of our club... one that we look up to for advice, and one of *MCP's finest...* knowledgeable, courteous, level-headed... *always friendly and helpful...* Embodying every fine quality that makes MCP a great club to be a part of. This Digest cover is a tribute to one of Packard's finest, the 1956 Executive, and to one of MCP's finest... Dave Dolby.

Director's Comments / by Dave Marold

Winter is a distant memory and we now have about 5 months of time to enjoy the Packards on the road again. And some of you have already had them out at the Tech Session held on April 29 at **Brenda and Dennis Nordstrom's** collection in Carleton, Michigan. You can read all about it in the Digest. In addition to thanking the Nordstroms for their hospitality, I would like to thank Assistant Activities Director, **Dennis Kuhn** and his wife **Gail** and the members of the Activities Committee for all their work to make the event a success. I want to take a moment to thank new members of the Activities Committee, **Greg and Ester Petrovich** for pitching in too.



This is a good segue into talking about volunteers. The Activities Committee can always use help not only running activities, but developing new ones. Please consider joining this personable group by emailing the Activities Director, **Dave Dolby** at DavidADolby@comcast.net. In this issue, you will also see a call for nominations to the Board. We have a very strong Board and three new members in 2017, but there are always comings and goings and MCP always needs volunteers. Please look at that article and email or call me with your interest.

Now I have another good segue to take the time to thank a new volunteer, **Paul Pebbles**, who lives in Novi with his wife **Jackie** and their three children. Paul has been a tremendous help to the club with the Membership Survey we did on Survey Monkey. Paul has a technology background and is Chief Technology Officer for Maven, GM's new mobility service. Paul not only has what it takes to do our Survey in a flash, but to donate the cost of a subscription of Survey Monkey to the club. Thank you, Paul, for making a difference. Are there any more Paul's out there who can help us find better ways to serve our membership? If so, please let me (dmarold@gmail.com) / (248) 349-0094) or one of the Directors know.

One of the most important events of the year for MCP and for the Packard Motor Car Foundation is coming up on Sunday, June 11 starting at 8:00 A.M. and that is Cars'R'Stars at the Packard Proving Grounds in Shelby Township. Why is it an important event? There are lots of reasons: it is one of the best turnouts of collector cars and Packards in the area; there is a great swap meet, and it is the most significant event to raise awareness and funds for the Packard Motor Car Foundation. There is an urgent need for helpers, and my favorite job is directing cars to their parking places where I can get a real close look at most of the cars coming in. For more information call **Tom Mitchell** at (586) 247-5921 or go to the website. <http://www.carsrstars.com/features-of-this-year-s-event>



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Unless you get the emailed digital version of the Digest, which by the way is in color, you will probably get the print version about our May 27 activity at the Albert Kahn-designed Detroit Athletic Club (DAC) after it is over. To get the digital version of the Digest, send your email address to our Membership Director, **Tom Mitchell** at ppg408@gmail.com. Back to the DAC, have you ever been to this private club? The DAC is literally a work of art. Speaking of art, MCP owes a debt of gratitude for this tour to past board member, Art Kirsh, another very active volunteer (you may have seen “Works of Art” on the flyers he designs for us). Thanks very much Art!

By the time you get this, our Membership Survey will be completed. Thank you for taking the time to do this and for your amazing response. So far on the email Survey, we beat the Survey Monkey predictions by 100% and we are over a 60% response rate. This is just one initiative of the Planning Committee (that I highlighted in the previous issue) to help our club be prepared for the ever-changing future. In the next issue, I will report out on the key findings from the Survey. I will give you a preview of the results, and while this information could change, I don’t think it will. First, members strongly want the Membership Directory to be paper. Second, members strongly want the Digest to be published 6 times a year.

Speaking of the Directory, by the time you get this Digest, you will have our new 2017-2018 Directory with email addresses again. I would like to thank Directors **Tom Mitchell** and **Bob Ferrand** and MCP Member and PAC president **Craig Hanley** for producing this in a timely manner.

Two things as I close. Don’t forget the PAC National meet from June 19-23 in South Bend, Indiana. I hope to see you there. Here is a link to the agenda for members viewing this online: http://www.packardclub.org/download/2017_National_Meet_Agenda.pdf

Lastly, as I mentioned in the last Digest... June 25, 1956, *61 years ago*, was the day the last Packard was produced in Detroit. Check out this link. <http://www.history.com/this-day-in-history/last-packard-produced>



Nomination Notice: MCP Board of Directors for 2018 - 2019

By: **Dave Marold** (*All of the following positions are considered open*)...

Motor City Packards, is looking for your help on the Board of Directors. According to our bylaws, half of the MCP Executive Board positions are up for election every year.

Our election process for this year addresses the positions currently defined as:

- Treasurer
- Membership Director
- Activities Director
- Assistant Activities Director
- Assistant Editor
- Media Director

There is a possibility of our revising these positions and titles in the next month, so the positions may change. We need you to consider being on the Board regardless of the position. The positions are termed for the calendar years of 2018 and 2019. Please review the accompanying position descriptions and feel free to nominate yourself to join the Executive Board. If, at the deadline of September 10, 2017, there is more than one nomination for any position, then there will be an election using a ballot. All positions are considered OPEN. Do not assume that the incumbent officers will stay in office. Many would be glad to step down if we have a volunteer, so please consider getting more involved with your Club. Remember, if you lack experience, you will be trained by experienced veterans. Please send your nominations to: Kevin Luedtke, Assistant Executive Director Phone: (248) 877.3797 E-mail: KTL711@mac.com

Treasurer. The Treasurer shall be competent in the administration of the financial affairs and follow up with the club. The Treasurer will confirm the correct "Address on Record" with the State of Michigan. The Treasurer shall receive, record, and deposit all funds received by Motor City Packards. The Treasurer will pay, record, and report all bills of Motor City Packards, as ordered by the Executive Board of Directors. The Treasurer has primary responsibility of check signing. The Executive Director is also authorized to sign checks. The Treasurer will prepare a monthly, and annual report of all receipts, disbursements, and balance on hand that is available to the club. The Treasurer will report the club's financial condition at each of the Executive Board of Directors meetings. Approval of the report is required. The Treasurer will render an annual financial report of the club at the Annual Meeting. The Treasurer shall be bonded, at the expense of the club, if the Executive Board of Directors determines this to be a wise and prudent need.



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Membership Director. The Membership Director shall be competent in the administration of membership data of the club. The Membership Director will maintain an up-to-date record of all current members of Motor City Packards and be prepared to report the club's membership condition at the Executive Board of Directors meetings.

The Membership Director will receive, process, and report to the club all new members. The Membership Director will be responsible for the annual renewal of all memberships. The Membership Director will collect the annual membership dues and forward them to the Treasurer.

The Membership Director will render an annual membership report of the club at the Annual Meeting. The Membership Director shall prepare a nametag for any current member desiring one. The Membership Director will answer all correspondence pertaining to membership.

The Membership Director, with the assistance of the Editor, shall prepare and publish a Directory of the membership of Motor City Packards by March 1st of every other year. The Membership Director will send, to all current members that have requested Club communications via e-mail, all Activity flyers as directed by the Activities Director. At the same time, the Membership Director must send the mailing labels, for those current members that have requested Club communications via US Mail, to the Activities Director for processing.

This same procedure will be followed with any Club other notifications, as directed by the Executive Board of Directors. In addition, one week before an Activity, the Membership Director will resend the e-mail notification to all members as a reminder.

Activities Director. It will be the duty of the Activities Director to plan and arrange suitable events for the club. The Activities Director is to organize an Activity Committee selected from the general membership (couples are encouraged to insure a broad range of ideas are explored) to plan the yearly events.

The Activities Director schedules activities meetings. The host of these meetings is eligible for reimbursement (out of pocket expenses). See ***Policy Manual***.

The Activities Director will appoint a committee member(s) as Coordinator (s) to manage an individual event. Reimbursement of expenses incurred during the planning of the event must be approved by the Activities Director. These include reimbursement for mileage and motel. See ***Policy Manual*** for details.

Event management includes a budget and all event details. These details are to be used to create a flyer. The Coordinator can design the flyer or request the assistance from a Club member appointed by the Activities Director.



Once approved by the Activities Director, the flyer is transmitted to the Membership Director for e-mail distribution and to the Media Director for inclusion on the Club website. The Activities Director is responsible for the distribution of the event flyer to those members requesting US Mail.

After the event, the Coordinator prepares a write-up, including pictures and a list of members and their Packards, to be approved by the Activities Director and submitted to the Digest Editor and Media Director for publication.

All activity plans, after approval by the Executive Board of Directors, are to be published in calendar form with dates, location and time planned at least six months in advance. This information is to be updated and provided to the Editor for publication in The Packard Digest and to the Media Director for display on the website. A summary of the event, including the final costs, is to be presented to the Board by the Treasurer, after approval by the Activities Director. The goal for the event costs is to be within (+) or (-) 10% of break-even.

Assistant Activities Director. In the absence or disability of the Activities Director, the Assistant Activities Director will have the powers and perform the duties of the Activities Director and shall become familiar with all the necessary functions of the Activities Director. When required, the Assistant Activities Director shall support the Activities Director in the management of current activities and pursue special assignments as requested by the Activities Director.

Assistant Editor. In the absence or disability of the Editor, the Assistant Editor shall have the powers and perform the duties of the Editor and shall become familiar with all the necessary functions of the Editor. When required, the Assistant Editor shall support the Editor in the management of current activities and pursue special assignments as requested by the Editor.

Media Director. The Primary Role of the Media Director is to oversee the management the Motor City Packards website, and to direct all MCP social media (*Facebook*) involvement. The responsibilities also include updating the Club's historical data base, where old website news will be stored when off-loaded. The website, at a minimum, must be user-friendly and provide an easy access for prospective members... The website will be divided into two sections:

Section 1 will contain a brief history of the Club, members of the Board, a general summary of future activities, a web store including project items with photos, cost and up-to-date inventory descriptions as provided by the Projects Director, including a method to purchase and a process for potential new members to join. **Section 2** will be restricted to members only. It shall contain (but not be limited to) Club news and an up-to-date activities calendar as provided by the Activities Director.



The Fisher Building Tour

By *Dave Marold*

On March 25, Motor City Packards had another sold-out event, with 51 members and friends signing up for the Fisher Building tour in downtown Detroit. Most joined us for a delicious and reasonably-priced lunch at the Traffic Jam and Snug, while many ventured next door to the Shinola store... *there were no reports of new bicycles or watches purchased.*

Some members who were lifelong Detroiters had never been in the building and were absolutely amazed. The 30-story Albert Kahn designed Art Deco building, which was finished in 1928, has been referred to as “Detroit’s largest art object”. The opulent three-story lobby is finished with 40 different kinds of marble. In June 2015, taking advantage of the general decline in Detroit real estate values, the Fisher Building and adjacent Albert Kahn Building, plus 2,000 parking spaces in two parking structures and three surface lots in New Center were sold at auction for only \$12.2. With the ongoing turnaround in Detroit, that is probably a darn good investment.

In closing, a little background about the Fisher Building’s builder. Albert Kahn had gained acclaim when he developed a new style of construction where reinforced concrete replaced wood in factory walls, roofs and supports. This offered better fire protection, and allowed large volumes of unobstructed interior. Of course, as most MCP members know, the Packard Motor Car Company Plant in Detroit came first... designed in 1903, it was the earliest example of the development of this principle. There are many other houses and buildings in Detroit and around the country designed by Albert Kahn and Associates. A few of these are: the Eleanor and Edsel Ford house, the Dearborn Inn and The General Motors Building, also many buildings at the University of Michigan were designed by Kahn, as well as the Detroit Athletic Club, where MCP members will be touring on May 27.

Photos on next page...



Top Left: Opulent lobby & main hallway creates an aura of grandeur in the beautiful Albert Kahn-designed Fisher Building...

Top Right: MCP members enjoy lunch and conversation...



Left Center: Ed Ostrowski, Carlossee Lumpkin and Paul Gallagher pose for a photo...

Lower Left: Gail Kuhn, Mike & Kathy Corrigan also enjoyed this memorable MCP event...



April Tech Session – *Iffy Weather, three Packard Patients... one DOA*

By Dennis Kuhn

Even though Saturday, the 29th of April wasn't the best weather day to get together for the annual Motor City Tech Session, those in attendance found much to enjoy. The Tech Session is meant to get us and our Packards warmed up for the coming driving season. Cool drizzly skies however, forced most to the cover of the car barns on, **Dennis and Brenda Nordstrom's** 5 acre place in Carlton. Thank you Dennis and Brenda! Brenda along with the hospitality team of **Gail Kuhn, Ester Petrovich** and **Jennie Shedden** supplied and managed plenty of delicious food while members brought their special dishes to pass. Beginning at 10 AM with coffee and pastry, we soon evolved into grazing on the great buffet lunch spread centered by Jennie's and Gail's sloppy joes. While this main event was going on, the actual Tech Session was focused on issues of three Packards that were scheduled for repairs that we thought could be handled in a few hours with the "experts" on site.

This year's planned patients were < symptoms / results >:

- **Erich Bozzer's** '25 Opera coupe, needing carburetor attention / Dennis Nordstrom had the plan and the parts to address this Packard's ills.
- **Paul Gallagher's** '49 Deluxe 8, needing a tune-up / After installing plugs and wires in the Packard that barely made it to the session from Wyandotte, several experts suggested that the carb float was faulty. Not having a gasket kit, progress was stopped! **Bob Ferrand** then stepped to the plate and decided the problem wasn't fuel, but instead electrical. After replacing an ignition wire and a condenser, Paul's ride was again 'purring like a Packard'! Way to go, Dr. Ferrand!

continued...



- * **Kevin & Kelly Kurkowski's '55 400... Door-trim replacement (SURE!?!?) / DOA.** The Kurkowski Packard never arrived under its own power after breaking down several miles away on south-bound I-275. Thanks to "Nordstrom Towing", it finally arrived by trailer, only to sit until later delivery to Dan Boehm's repair facility, could be arranged. That door trim fix has taken a back seat to a distributor shaft that won't turn. This wasn't the old car experience that Kelly and Kevin were expecting, for sure.

Tech Experts Ferrand and Nordstrom were aided by many who have varying opinions on most auto-related maladies. It was a wonderful exchange of ideas along with humor. Hope the Bozzer and Gallagher Packards departed better off because of our good intentions. All told we had **six** Packards on display, and over 50 folks to admire them, feast and enjoy each other's company. In addition to our patients, Packards on display were:

Dave & Maureen Dolby's '56 Executive sedan

Keith Hensley's '54 Conv.

Dennis & Brenda Nordstrom's '30 Victoria

Additional Nordstrom cars on display consisted of a classic era Chalmers, Lincoln and Franklin from the famous Barney Pollard stash (some standing on end!). There was also a '27 Hudson, a '31 Pierce Arrow, along with several more recent models and rods.

This year's Session also brought a few extra nice surprises, as usually does happen when good folks get together. *Surprise #1* was for **Tom and Jane Johnson**, when deciding to make the trip from Williamston, even though complications said maybe they shouldn't. Tom was carrying windshield wiper parts that he was seeking advice on, and found just what he needed. The pleasure he expressed while leaving, alone made the efforts of this event worthwhile. *Surprise #2* was a Happy Birthday song and cake for **Debbie Hayes**. Motor City Packards indeed is a great family to belong to.

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- Thanks again to Dennis and Brenda for their hospitality at this “MCP South” site, and all who attended, especially those bringing our beautiful Packards and delicious dishes. We also appreciate **Greg Petrovich and Leo Shedden** for helping make this event happen. If you missed it, know that we had room for more. Maybe you’ll join in at next year’s Tech Session.



Left: Dave & Maureen Dolby’s ‘56 Packard Executive.



Below: Bruce Blevins speaks to a mesmerized crowd of MCP attendees at the 2017 Tech Session...





Left: Erich Bozzer's 1925 Packard 136 Opera Coupe was one of the cars pre-registered for this event... needing some carburetor repair.

Right: A '49 Packard Deluxe eight sedan owned by MCP's Treasurer Paul Gallagher. Paul's car was running very erratically on the way to the event, in need of a little diagnostic work and some TLC.



Left: This pretty '55 Packard model 400 Hardtop experienced a sudden mechanical breakdown while driving south on I-275 on the way to the event. A curbside investigation led to the conclusion that the distributor shaft was no longer rotating...



The Packard Product...

By Ed Ostrowski



Executive - The Last New Packard

As Packard strove to address the multiple business challenges that they faced in calendar-year 1956, a revision to the product line came under consideration. The 1956 model year launch had seen an attempt to market the Clipper as a separate make, ideally putting more distance between the medium-priced Clipper and the senior Packards (Patrician, 400, and Caribbean). This initiative was short-lived, and by January 1956 the Packard name was back on the decklid of all Clippers. As the year progressed, dealer price reductions on the Clipper were implemented and progressively increased, but overall sales remained substantially below expectations.

James Nance was a realist, and in that horrendous financial environment reached out for any affordable way to increase volume. Reducing the price of the least-expensive 'Packard' model was judged to provide an opportunity to trade on whatever prestige the Packard name could still generate.

When the Contour Styling 1951 models were introduced, the line-up included a cheaper version of the Patrician -- the 300 (in 1951-52) and the Cavalier (in 1953-54). The model was dropped in 1955, and a 'reintroduction' would have required development of a less-ornate interior and exterior trim-set. Given Packard's financial situation, they had neither the time nor the money to do this, and instead elected to 're-brand' an existing (and lower-cost) model with an absolute minimum of new parts.

From this, the Executive entered the line-up in April 1956, concurrent with elimination of the 'donor vehicle' Clipper Custom. As with the Clipper Custom, two models were offered -- a 4-door touring sedan (Body Code 5672-A) and a 2-door hardtop (Body Code 5677-A). The interior trim was identical to the Clipper Custom, save for the Packard name and stylized ornament on the right side of the instrument panel.

continued...



The exterior saw more-extensive changes. On the bodyside, the Clipper 'ship wheel' emblem on the C-pillar was deleted, side trim was fully parallel front-to-rear (no lower downward sweep on the rear fender), and a 'Packard' script on the rear fender replaced the 'Custom' script on the front fender. At the front, the Clipper grille, badging, and ornamentation was replaced by the full senior-model trim ensemble. And at the rear, the senior-model 'circle and vee' ornament, plus a 'Packard Executive' script, replaced the Clipper badging and ornament. Aside from trim holes, the body-in-white was identical to the Clipper bodyside, with a 'Packard' model now available on the 122" wheelbase.



Mechanically, the Executive was identical to the Clipper Custom, using the 275-horse version of the 352 engine. A three-speed manual transmission was standard, with overdrive and Twin Ultramatic optional. Option availability paralleled that of the Clipper Custom. Uniquely, the Executive seems to have been available in the full exterior color palette, offering the colors and tu-tone color schemes that to date had been offered on all models, Clipper-only, and Packard-only. This did create a bit of a color match issue for brown-tone exterior colors, as there was no similar interior color for the Clipper. In those cases, the black/gray interior scheme was used.

continued...



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Price-wise, the Executive ‘split the gap’ between the prior Clipper Custom and the 400/Patrician, and effectively reduced the top-end of the remaining ‘Clipper’ price band. The 4-door Sedan was priced at \$3465, while the 2-door hardtop listed for \$3560. Production volume came in at 1784 units for the touring sedan and 1031 units for the hardtop – a respectable showing given that production spanned less than four months in a timeframe when the plant was running well below capacity. By way of comparison, the Clipper Custom registered production of 2129 sedans and 1446 hardtops over a nominal 6-month production period.

The Executive didn’t ‘save’ Packard, but it does represent the last new ‘Packard-based’ model introduced by the company. In that light, its future collectability is assured. Click on this active link in order to watch a television commercial on the Packard Executive...

https://www.youtube.com/watch?v=PHm0atK_Ckc&feature=youtu.be



Above: The Executive... the last new model offering for Packard in 1956

Cars 'R' Stars @ PPG

**Music By
DJ
Scott Kuhl**

**PPG
Gift Shop
Open**

NEW

- Whizzer Motorbike Display
- Vintage Bicycles

HOOBS in the REAR
Highlighting Cars With Rear Engines

**Car Show
Car Corral
Swap Meet
Bikes**

**8am
to
3pm**




With stylish Packards and many other types of collector cars that are sure to appeal to enthusiasts... an excellent swap meet, vintage bicycles, food, music and more... this is sure to be an event you won't want to miss this summer! Cruise-in and share the fun...



Young Couples love history... and Packards

Article by Lee Jacobsen

Large Packards, especially the 7-passenger kind such as what the PPG recently acquired, are popular for certain types of major events, and my 1947 Packard 7-passenger Custom Clipper, (the former Doyle / Kelly car), is no exception. *Parades, and weddings...* events that need to make a statement, an impression. What better car for the job than a 7-passenger Packard? As the Packard Proving Grounds people are well aware, many young couples want something old, and something new... but especially, something *memorable* for their 'special day'. My 7-passenger Packard was recently employed at a few 'noteworthy events'. One of these began with a request from a fellow 'Rosie'. *What's a 'Rosie'?* Rosie's, including my Mom, were the women who worked at Willow Run and other Department of Defense contracted plants during WWII. There were approximately 44,000 of them, building aircraft and other necessary materials to support the U.S. war effort. Of course, most of the original 'Rosie's' are now up in their 90's. In parades, they ride in the Packard, but they also have a large support group, 200 plus *younger* 'Rosie's', dressed in the familiar red bandanas, fists pumped, marching behind the parade car while singing WWII-era patriotic songs. These young women love history, and they also appreciate the 7-passenger Packard as a wedding vehicle.

My Packard, *and weddings* all started when Emily, a young 'Rosie', wrote to me asking for help in finding a car that matched her parent's wedding car. She didn't know much about the car, but sent along a picture. The car in the photo had a 1949 license plate, and sported the familiar 'bowtie' insignia on the hubcaps... I wonder what it could be? I told her that finding a car just like that one might be tough, but why not settle for the best car of that era? ***A Packard...*** She agreed... of course, and the 7-passenger became her limo, and I the chauffeur. The big Packard drew quite a crowd in the neighborhood when I picked Emily up to take her to the ceremony. This big Packard was as long as the width of the lot... even the local police stopped to take a gander.

continued...



Our next stop was the reception, held under the wings of historical aircraft at Willow Run Airport. Arriving in style in the spacious, attractive Packard no doubt helped to make the wedding a memorable one for this enthusiastic young couple.

The next event was a very special one, for children at U of M's Motts Hospital. In order to preserve their privacy, I won't go into details about specific children, but about 300 very sick kids had a lot of fun that day, taking turns sitting in the 7-passenger Packard filled with Pokemon balloons. The smiles that this event put on their faces was priceless! I get emotional just writing about it.

Another event almost destroyed the 7-passenger Packard last summer. *Let's face it... last year was extremely political.* The big Packard became the 'Trump-mobile'. I would show up during the summer at various intersections which I chose at random, and do '*Flash Support Rallies*'... Yes really! The climax was when then 'Presidential Candidate' Trump attended 'Freedom Hill' for a *well-attended* rally. The 'Trump-mobile' was there. On the way back home, 10:00 P.M. at night on I-696, near Telegraph, a Mercedes S600 sedan pulled up alongside, with its occupants gesturing and yelling obscenities. My neighbor, who was riding in the car with me, looked at me and grinned. The Mercedes then sped in front of us and slammed on its brakes, making a complete stop in the middle of the freeway, forcing me to bring the big Packard to a stop. The sunroof on the Mercedes opened, an individual popped out and began yelling more obscenities. Meanwhile, three full-sized pickups slowed to a stop behind and to the right of our Packard, protecting us from oncoming traffic. They turned on their emergency flashers and several hefty guys exited their trucks and began running towards the Mercedes. The driver of the Mercedes took off with a squeal of tires, and the Packard took off after them in pursuit...

continued...



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Well, sort of... they quickly sped out of sight, but not before my neighbor snapped a picture of their car and license plate. I filed a police report with the Redford Police Department, but nothing came of it. It was an extremely dangerous situation, to be stopped in the middle of a freeway at night, the old Packard having relatively small, dim tail-lamps, and without emergency



flashers. The men in those pickup trucks saved the day, and possibly some lives, stopping the traffic on I-696 that evening. *On that weekend*, the Custom Clipper was the Republican Presidential Candidate's campaign car... Now this 7-passenger Packard

Custom Clipper is the truly the '*Presidential Packard*'!

Last week we were involved in a 'last minute' wedding, having been given only a two-day notice. Imagine a 500-guest wedding in the Bloomfield Hills, Cranbrook area, and the last thing anyone thought of was finding a means of getting the bride and groom from the church to the reception *in style*. Van, a fellow MCP member saved the day, because he knew the father of the bride Natasha, and put her in touch with me that Wednesday. On Friday, the day of the event, the weather was perfect... *75 degree temperatures*. The bride and groom both loved the unique style of the big 7-passenger Packard. I think they especially appreciated that big back seat... *but enough of that!*

Young couples and Packards... *forever entwined!* No, let me rephrase that... *forever entwined in history!*



Photos: Lee Jacobsen's '47 Custom Clipper at a local wedding...



Below: Children being treated at Motts Hospital enjoyed the opportunity to climb aboard the big black 7-passenger Packard...



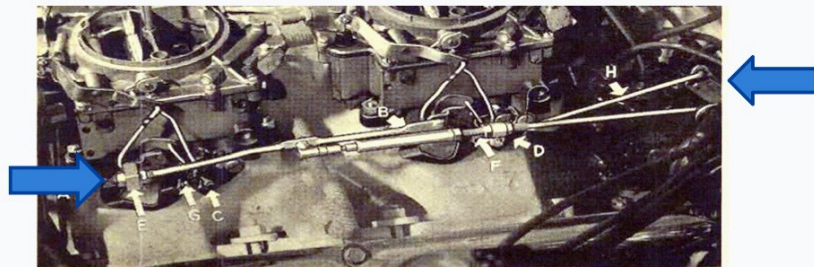


Attention!

'55-'56 Packard V8 (Dual-Quad) owners... 1955 & 1956 DUAL CARB LINKAGE PROJECT

Motor City Packards is considering reproducing the linkage pieces for the dual-carburetor set-up for the 55th and 56th series Caribbeans, both manual and automatic. The kit will consist of all parts from the accelerator bracket to each of the carburetors. Parts will be made to the original Packard blueprints, except will be made from 300 series stainless steel. Which set-up kits we first manufacture will be dependent on the demand we receive. Introductory offer price will be \$300.00 per kit for orders taken before September 1, 2017. Price after the introductory offer expires on Sept. 1st, will depend on remaining demand, and costs at that point.

Send reservation and check to: Motor City Packards, 9157 Timberline Dr., Grand Blanc, Michigan 48439 List name, address, year and transmission set up. If the demand does not warrant the manufacturing of these kits, your money will be returned. Checks will not be deposited until delivery is guaranteed.



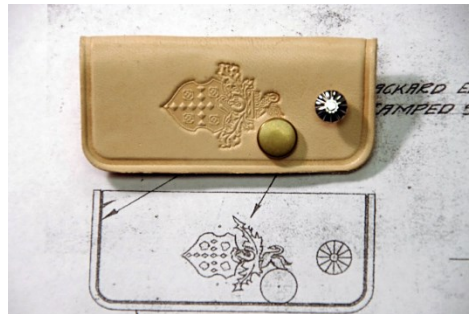
'55-'56 Packard Caribbean Dual-Quad carburetor linkage...



Authentic Reproduction Packard Key Fob...

The perfect complement for your Packard automobile...

These beautiful reproduction Packard Key Fobs are manufactured from original Packard drawings. Made from fine lambskin hides, featuring the Packard Crest on one side, and the advertising slogan... "Ask The Man Who Owns One" accurately embossed on the other. Price is \$10.00 /ea.- *plus* \$3.00 shipping to addresses in the U.S. only. For International shipping quotes, and for ordering contact Bruce Blevins, 9157 Timberline Dr., Grand Blanc, Mi. 48439 / blevinsb33@aol.com





Packard Technician's Corner

By Bob Ferrand



I believe that most of us that are involved in the antique car hobby have heard of, or are familiar with the term *vapor lock*. Since there are many misconceptions about this term, and what specific problems it can cause, it may be a good time for a discussion which will help to arm MCP members with the knowledge that they need to avoid this, and other *fuel system-related* problems as we enter the summer show and driving season.

The term *vapor lock* actually refers to the boiling and subsequent vaporization of gasoline in the fuel system of our cars. Gasoline is a product made up of many elements, and these elements, *when combined into the end product*, actually begin to evaporate at different temperatures. The scientific term for this is called '*Heat of Vaporization*' and refers to the temperature (*and amount of energy required*) at which a liquid will begin to change state, and be converted into a gas.

In order to allow for efficient operation of your car's engine, the fuel must begin to vaporize readily when mixed with air before the combustion cycle begins. Some vaporization must take place when the engine is still cold, and also at very low ambient temperatures in the cold climate conditions experienced in regions of North America, as well as other areas of the world. Modern cars using direct fuel injection, spray fuel into the cylinders under pressure, atomizing the fuel into tiny droplets (*much like a paint spray gun*) which helps to vaporize the gasoline as it mixes with the incoming air moving into the cylinders. A carburetor performs a similar function (*although somewhat less efficiently*), atomizing fuel, and mixing it with air as it is drawn past the venturis on its way into the intake manifold. Gasoline is *seasonally-blended* for use in colder climates during the winter months, to produce a more volatile (*faster evaporating*) fuel that will allow engines to start and run with greater ease in cold weather.

continued...



During the summer months, the volatility of the gasoline blend is reduced, to prevent problems from occurring due to fuel vaporizing prematurely in the car's fuel system. In order to ensure that properly-blended gasoline is being sold for the season in our state, the Michigan Department of Agriculture and Rural Development, tests the vapor pressure and distillation temperatures within an established methodology after 10%, 50%, 90% and 100% (*referred to as end point*) of the fuel has evaporated. The initial boiling point, and 10% evaporative temperature affects cold starting ability, vapor lock and carburetor evaporative losses. 50% evaporative temperature affects evaporative losses and fuel economy, vapor lock, warm-up, and cool weather drive-ability. 90% evaporative temperature, and final end point boiling temperature effects spark plug fouling, dilution of engine oil, and crankcase and combustion chamber deposits. The chart below shows distillation temperatures for seasonally-blended fuels here in Michigan. As you can see from this chart, it doesn't take a very high temperature to get 50% of the gasoline boiling in your carburetor, or in a fuel line located under the hood on a hot summer day.

This article will be continued in our July-August edition... Ed.

Distillation Range Limits

Month	Distillation Temperatures, °F, at 10 % Evaporated	Distillation Temperatures, °F, at 50% Evaporated	Distillation Temperatures, °F, at 90% Evaporated	Distillation Temperatures, °F, at End Point	Residue Volume %
January	122.	150.-230.	365.	437.	2.%
February	122.	150.-230.	365.	437.	2.%
March	131.	150.-235.	365.	437.	2.%
April	158.	150.-250.	374.	437.	2.%
May	158.	150.-250.	374.	437.	2.%
June	158.	170.-250.	374.	437.	2.%
July	158.	170.-250.	374.	437.	2.%
August	158.	170.-250.	374.	437.	2.%
Sept. 1-15	158.	170.-250.	374.	437.	2.%
Sept. 16-30	158.	150.-250.	374.	437.	2.%
October	131.	150.-235.	365.	437.	2.%
November	131.	150.-235.	365.	437.	2.%
December	122.	150.-230.	365.	437.	2.%

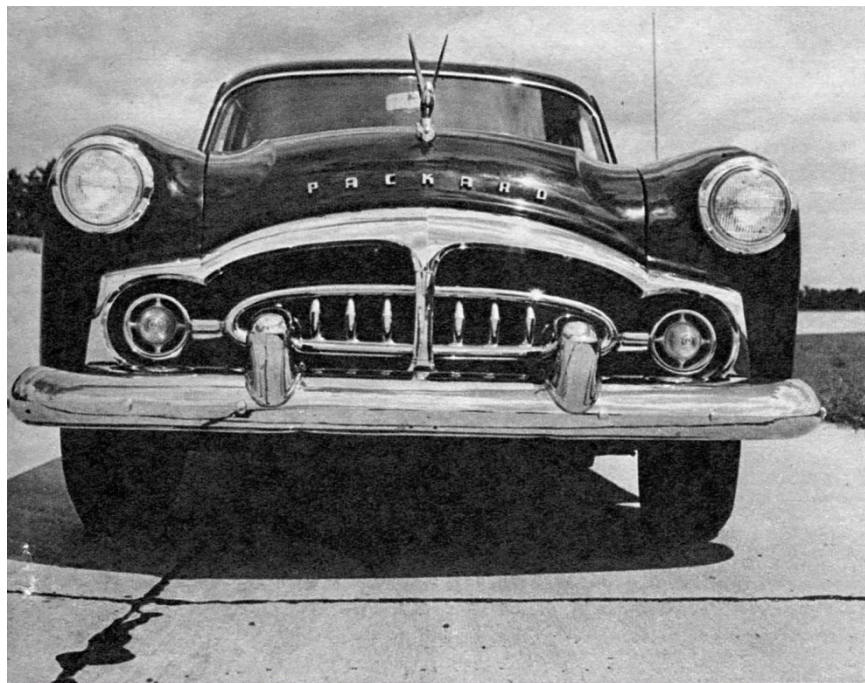
*Transition months \geq greater than or equal to \leq less than or equal to

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The Packard Digest

The following article from Mechanix Illustrated-1950 was forwarded to us by Rich Ray, editor of the CCCA, Michigan Region's publication "Torque".



MI Tests the '51 Packard

By Tom McCahill

ULTRAMATIC drive, high compression engines and a complete restyling job featuring a continental hood line below the front fenders is the 1951 Packard story—and it's a good one. The larger Packards equipped with Ultramatic now share, along with the Crosley Hot Shot, the distinction of having the highest compression engines built in America: 7.8 to 1.

These cars are completely different from the Packards of the last few years which were tending to look more and more like every other car on the road. The new

lowered hood line, which is the main change in the looks division, is reminiscent of the Italian Cisitalia's. Thanks to it "the man who owns one" no longer requires a transfusion of giraffe blood before he can see his right front fender from the driver's seat. The front grille carries out the motif of the old familiar "Packard radiator" trade-mark so that a guy who has been locked in an attic with his Teddy Roosevelt Bull Moose button since 1912 would know at a glance that "there goes a Packard."

Packard, one of the great names in auto-



motive history, hasn't in recent years enjoyed the number one spot it once held as America's top Glamour Wagon. I for one am particularly glad to see the company taking steps to make their cars distinctive and different once again. For Packard was first to corner the dream boat market 35 years ago, when your Uncle Tom was battling the hefty problems of the multiplication tables, something he hopes to conquer shortly.

In 1915 Packard introduced the world famous Twin Six models, the first 12-cylinder cars in America, and they had everything but "millionaire" printed on the sides. At that time, a Wall Street tycoon or oil baron would sooner be caught barefooted in the old Waldorf's Peacock Alley than to be seen on the street without his Twin Six. Packard kept this man of distinction reputation for years and in the mid 1920's, when gentlemen preferred blondes to a good cigar, the Packard Straight Eights were introduced.

Their big, sexy-looking open phaetons of the late '20s, sporting huge pairs of drum spot lights and multiple horns, had more swoon appeal than Frank Sinatra singing with the glee club at a girls' boarding school. These were the jobs that took the play from the old Stutz Bear Cats and Mercer roadsters which even then were fading into ancient history. Back in 1928, in addition to heart throb activities, Packard held more land, sea and air records than any other engines in the world. Packard was the undisputed king of all it surveyed in the '20s.

But then came the depression which did things to automobile design as well as to men. For many years now, the name Packard to me has meant only one thing: an austere, highly-polished black limousine piloted by an elderly, gray-liveried chauffeur taking orders through a speaking tube from an old dowager in a Queen Mary hat. It's nice to see the old company in there pitching again with a hot automobile.

Packard's Ultramatic transmission, which they introduced a year ago, is still the big mechanical gimmick. This has had the initial bugs chased out and on the cars I tested I noticed a marked difference in pickup even though I didn't get a chance to really test one on my first time at bat with the Ultramatic last year. Earl Smith, Chief Experimental Engineer and boss of the proving grounds was extremely helpful and frank about Ultramatic's growing pains which now have been cured. For example, in the original design a flick of dirt, the size of a gnat's head, was all that was needed to foul up the Ultramatic. The new unit has been filtered, simplified and made about as foolproof as possible. As undoubtedly most of you readers know, Ultramatic is Packard's version of an automatic transmission with direct drive and compression-braking features. As all you old time readers also know, any automatic transmission calls for more horsepower and that's the explanation for the higher compression.

Packard has three new straight eight models on the line, the 200, 300 and 400. Ultramatic is optional with the 200 and 300

Packard's sharply lowered hood line, opposite page, enables the driver to see both fenders. Tail fins and ports, below, remind Tom of something.

All models this year, including the most expensive 400, below, have lots of luggage space. All three new cars are the lowest in Packard's history.





The Packard Digest



On Packard's famed proving ground track, fastest of its kind in the world, Uncle Tom drives the 400, left, at better than 100 mph, actual speed.

and standard on the big 400. The extra high compression is only used with Ultramatic and is 7.8 to 1 in the 300 and 400 and 7.5 in the smaller car.

In going over engineering changes with William H. Graves, Packard Vice President of Engineering, he bought up a number of new twists. For example, fuel consumption has been improved considerably by a ridiculously simple method. The automatic spark advance has been set ahead ten per cent in the low 20 to 30 mph range, where most driving is done, and this advance flattens out to normal at higher speeds. The carburetor has been leaned down to further economy but this has not effected performance in the least, as you will see by the tests.

For my tests I selected the Packard 200 and 400, the smallest and largest in the line. These tests were all made on the famed Packard track and proving grounds. The Packard track is the fastest in all the world today and speeds up to 150 miles per hour are perfectly safe provided, of course, you have a rig capable of going that fast. The two and one-half mile track is beautifully banked.

My first test was with the 200. This is a nicely balanced car, sporting a 122-inch

wheel base and developing, with Ultramatic, 138 horsepower. As soon as I had the car thoroughly warmed up, I made a speedometer check at 90 miles per hour and found an error of 5.10 miles an hour. In other words, the car was actually going 84.90 when the speedometer read 90. I then ran it up all the way until the speedometer hung on 102 miles an hour in the straightaway and through the steeply banked curves. I held this speed for many laps and I must say I was tremendously impressed with the way the car felt, even when I deliberately encouraged road wander on the straights.

I have never driven an American car at actual speeds above 95 that handled better and showed less high speed stress. I was doing in actual speed between 96 and 97, which is all this car has. The steering was firm and the car was as confident on the curves as Charles Boyer. My acceleration runs proved this 200 plenty fleet footed if you start at the low end of the drive range and slam shift into high at about 50. Zero to 60 in high all the way took 17 seconds flat but zero to 60 starting in low and shifting to high after 50 miles per hour averaged 14.2 seconds, which is really peeling the wind. There is no sign of acceleration flattening out until well after 80. Zero to 70 averaged 19.1 and zero to 80 averaged 24.4 seconds. Fifty from zero took 10.3, which shows that in a 30-mile stretch, from 50 all the way through 80, the 200 picks up at the rate of better than two miles an hour per second.

This car is big, comfortable, fast and luxurious and my personal favorite of the line.

My next test was of the 400. The 400 is the most expensive car in the Packard camp and boasts, with Ultramatic, 155 horsepower at 3600 rpm with a 7.8 to 1 compression ratio.

As with the 200, I immediately made a speedometer check and found this one was 4.29 miles an hour on the short side at 90. I drove this job many miles around the high speed rim, until the speedometer stopped showing any rise at 105 to 106. Then I made time checks against the track's half-mile and one mile markers. These checks proved that the car actually exceeded 100 miles an hour. I got readings of 17.96 and 17.98 seconds for the half-



Other entrants in this year's Packard line are the medium-priced 300, not shown here, and the lowest priced 200, right, which starts at \$2195 F.O.B.



mile—and 18 seconds for a half is exactly 100 miles per hour. For the mile, I got readings of 35.94 and 35.93—and 36 seconds is also exactly 100. This is the second American stock car I have driven an actual 100 mph this year, the other being the Cadillac 61 Sport Coupe (see October 1950 MI).

The 400, like the smaller 200, held the curves like glue and showed no distress whatsoever at 100 and no signs of overheating, even though this speed was maintained for some time. Acceleration times were also hot and brisk and even faster than the 200's. Zero to 60 averaged 13.4 seconds, using Low and Drive. I rode the low range up to about 55 before shifting into high. Now, as you know, 13.4 puts the big Packard right up with the best whiz-kids on the roads. Zero to 60, using Drive all the way, took 16.8 seconds. Actually, the acceleration, though faster than that of the 200, flattens out quicker at higher speeds. Zero to 80 took 24.4, the same as the 200. All other times up to 80 were considerably faster.

After making my test runs, I headed for the 39 per cent grade hill climb, a real pip. In both Packards I stopped halfway up, put on the brake and then started off again just as easily as though the road was perfectly flat. I tried gravel and dust roads and man-made rough stretches. The comfort of these big Packards is pretty hard to top. I rode in the back seat and felt like a Dowager Duchess on the way to the King's Grouse Shoot. Body interiors are superb. The leg room in the rear is ample, as it is in the front. Another feature that will undoubtedly catch the fancy of everybody who ever cracked his scone on a low car roof, is the extreme interior head room. Though these new Packards are the lowest from ground to roof in Packard history (62½ inches), your ears will be perfectly safe while wearing a top hat for occasions of state, political gatherings or a mobster's funeral.

In summing up, Packard is back and cooking on three front burners. These are good automobiles, big, fast and capable. I'm glad to say they also have a touch of that old glamour that the big, open Eights had in the twenties, when I was in college owning a fifty-dollar crate and dreaming that someday I'd have a Packard. •

Mechanix Illustrated

SPECIFICATIONS

MODEL TESTED:

1951 Packard, Model 200, two-door sedan

ENGINE:

8 cylinder, L-head; bore 3½ inches, stroke 3½ inches; displacement, 288 cubic inches; brake horsepower 138 @ 3600 rpm; compression ratio 7.5 to 1

DIMENSIONS:

Wheelbase 122 inches; overall length 209½ inches; width 78 inches; height 62½ inches; weight 3650 pounds; standard tire size 7.60x15; gas tank 20 gals.

PERFORMANCE:

0 to 30 mph, 5.1 seconds
0 to 50 mph, 10.3 seconds
0 to 60 mph, 14.2 seconds
0 to 70 mph, 19.1 seconds
0 to 80 mph, 24.4 seconds
Half-mile from standing start, 32.8 seconds
Top speed, 96-97 mph

SPEEDOMETER ERROR:

At 90 mph on speedometer, actual speed 84.90 mph

SPECIFICATIONS

MODEL TESTED:

1951 Packard, Model 400, four-door sedan

ENGINE:

8 cylinder, L-head; bore 3½ inches, stroke 4½ inches; displacement, 327 cubic inches; brake horsepower 155 @ 3600 rpm; compression ratio 7.8 to 1

DIMENSIONS:

Wheelbase 127 inches; overall length 217½ inches; width 78 inches; height 62½ inches; weight 4200 pounds; standard tire size 8.00x15; gas tank 20 gals.

PERFORMANCE:

0 to 30 mph, 4.8 seconds
0 to 50 mph, 9.9 seconds
0 to 60 mph, 13.4 seconds
0 to 70 mph, 18.2 seconds
0 to 80 mph, 24.4 seconds
Half-mile from standing start, 32.4 seconds
Top speed, 100 mph

SPEEDOMETER ERROR:

At 90 mph on speedometer, actual speed 85.71 mph



2017 Motor City Packards Activities

June: Sunday, June 11 / 8:00 A.M. - Cars “R” Stars Show at The Packard Proving Grounds / Tom Mitchell will be The event coordinator. (586) 247-5921

Monday June 19 - 23 / PAC National Event will be held This year in South Bend, Indiana.

July: *Saturday July 15th / Ice Cream Social at Bill & Mary Rachwal’s Collection... Under Review by Mike Corrigan.*

August: Saturday August 5th - 10:30 A.M. - 2:30 P.M. / Tour of the Detroit Yacht Club. Leo & Jennifer Shedden will be the event coordinators.

Sept: Sunday Sept. 17th / Orphan Car Show - MCP group parking provided. Paul Gallagher - event coordinator.

October: Sunday October 15th - 12:00 - 5:00 P.M. / PPG Open House. Special Packard Parking Tom Mitchell / Event Coordinator.

Dec: Sunday December 3rd - Time TBD / Annual Dinner Celebrating the Region’s Birthday. Place & Time TBD.





Twenty Years Ago
May-June / 1997

The Perrysburg Meet experienced ‘Michigan’ weather – ‘if you don’t like it, wait five minutes because it will change’. After a cold and dreary Friday, Saturday’s improved weather encouraged a turnout of around 90 Packards. Don Sommer was the speaker at the Banquet, conveying his ‘people, place, and event’ experiences over many decades in the car hobby. Don also forewarned future challenges for the hobby, many of which have come to pass in the intervening years. He included in his presentation a model of a prototype (but never offered) post-war Clipper hood ornament that featured a profile of a Navy ship surmounting a chrome spear.

The Long Distance Award went to Ross Miller (1951 200, 520 miles), and the Hard Luck Award went to Mark and Lea Wilson (1938 120, broken water pump). The Banquet concluded with the presentation of the Cramer Award for service to MCP, of which Don Sommer was the recipient. Don was a founding and charter member of MCP, and continually supported the club over many years.

Jim Balfour authored a Digest feature addressing Packard’s business performance over many decades. Jim’s article provided many insights into the Company’s financial performance trends and related external challenges, and included a year-by-year summary of production, total dollar sales, and net profit, with full data provided for the 1910-1953 period.

A Digest author by the name of ‘Roger Letterman’ provided the ‘Top Ten Reasons to Buy a Packard’, with the number one reason being ‘Face it, the car is classier than you are’.

‘*Packardwear*’, the new line of MCP apparel designed by Vince Geraci, was unveiled at Perrysburg. This included a Perrysburg-specific offering, as well as updates to other MCP apparel.



The Classifieds...

Classified advertisements are available to members at no charge. Unless requested to do otherwise, the editor reserves the right to remove ads after a period of four (4) months.

PACKARDS FOR SALE

1938 Packard, 1604 Super 8, 5 pass. Coupe... Quick starting, runs very quietly, beautiful interior, dark blue exterior color. VIN # 11172032. mileage: 74304 Superb Condition. / Contact: Mike Burgess (810) 650-5108 or Dave Burgess (810) 650-5107.

1947 Packard Super Custom Clipper, Packard Blue with Tan interior, overdrive, radial white wall tires. Great Driver, approx. 80-85 point car, ideal for touring. Asking \$20,000 obo. Contact: Lee Belf (248) 647-2131 or (248)496-5785.

1949 Packard (23rd Series) Deluxe Eight Touring Sedan (Blue exterior - Tan interior) Looks & Runs good... \$10,000 in upgrades including: New floor boards, new exhaust, new battery, new brake lines, new upholstery. Asking \$8,000.00 - eager to sell / make an offer. Car is located in Irish Hills. We can email or text pictures. Call Ron (734) 323-3830 or besmi9792@gmail.com

1929 Packard 626 Sedan (Asking \$35,500.00) Car belonged to my father, and is in excellent condition. The gas tank & luggage rack need to be attached. Call Peter Mularoni (603) 498-0983 / pmularoni@hotmail.com

1940 Packard Super 8-160 Touring Sedan 1804. 138" W.B. , dual side mounts, radio & heater, banjo steering wheel. Nice older restoration that can be excellent with some TLC. Car has professional interior restoration in correct materials, and correct wood-graining on dash & trim. Maroon finish will require touch-up & polishing. Engine has been completely rebuilt and runs great, but block has developed an exterior crack, just below cylinder head. This should be repairable. Priced to sell at \$27,500.00. Call Judy at (248) 380-0222.

PARTS FOR SALE

PRE WAR PARTS:

Just about any machined part reproduced in stainless or as original. Over 120 different parts in stock. Lug bolts, bumper bolts, shackle bolts, Tripple light bolts and nuts, acorn nuts, washers, engine studs, nuts and washers, AC spark plugs, open car wiper arms, '33 and '34 battery box covers, 9th and 10th series driver's side tail-light stanchion (ready to mount), V-lenses and bezels, '33 and '34 Super-8 fender lights, '32 and '33 running board moldings, inside side-cowl panel board with correct pattern cut into board, many parts for the Bijur system, Stromberg EE-series carburetor parts, tire mounting studs, late 30's auxiliary trunk rack hold-down bolt. Email me for my pictured catalog. Send original part, part number or print. Have over 35,000 Packard part blueprints. **Bruce Blevins** 9157 Timberline Dr., Grand Blanc, Mi. 48439, (810) 287-7722 / blevinsb33@aol.com

POST WAR PARTS:

'55 & '56 Caribbean antenna nuts, '48-'56 fender skirt bolts. Email me for my pictured catalog. Send original part, part number or print. Have over 35,000 Packard Part Blueprints. **Bruce Blevins**, 9157 Timberline Dr., Grand Blanc, Mi. 48439, Phone number; (810) 287-7722 / blevinsb33@aol.com.

EARLY PACKARD PARTS:

Priming cups for 6, 8 & 12 cylinder cars,



some motor fastener studs & nuts, door lock lever, shackle bolt grease cups, Prestolite parts, headlight connector parts. Email me for my pictured catalog. Send original part, part number or print. Have over 35,000 Packard part blue-prints. Have 2 pads of prints for 1903 model "F". Bruce Blevins, 9157 Timberline Dr., Grand Blanc, Mi. 48439 / (810) 287-7722 / blevinsb33@aol.com.

AMERICAN ARROW CORPORATION: Stainless steel mascots, spot lights & Pilot Ray turning lights, new wire wheels & wind wings, tonneau shields, automotive art & awards, bronze and stainless sculptures by **Don Sommer**. Call or email for catalog. (248) 435-6115, dsommer@tc3net.com

1955 & 1956 Senior carpeting in copper, black, green, blue & grey. This material has not been available since Packard quit selling it. Limited supply. Call **Neal Porter** (248) 693-1907

MISCELLANEOUS

HEATED CAR STORAGE. Near Dequindre & 10 Mile Rd. Reasonable monthly rates. My Packard is there and yours could be also. Contact Paul Pebbles at (248) 840-1782 or e-mail at warrenclassics@gmail.com

KOFFELS PLACE INC. & KOFFELS PLACE II: Even though our shops in Mich. and Ohio are primarily race engine facilities....we have done many restoration engines for Packards, numbers matching restored engines of all makes and antique boat motors. We have a complete "in-house" machine shop and dyno test facility at both shops. You can check us

out at B1HEADS.com web site or e-mail: DSKoffel@aol.com or call 248-363-5239 (MI), or 419-433-4410 (OH).

CONSIDERING SELLING one or all of your classic cars? We have over 50 years of experience and access to an extensive network of collectors worldwide. Call or email **Don Sommer**: dsommer@tc3net.com (248)321-5066 or Lolly Bezy: lolly@bid123sold.com (248) 225-5359.

PACKARD WRISTWATCHES. Original design, men's and ladies. New "Approved Packard Service" available in silver, and gold tone. Either style/color \$99.50, plus \$3.95 shipping, while they last. **Charles Lachman**, 68681 M-51, Paw Paw, MI 49079. (269) 657-7111. colordiamonds@email.com Officially Licensed Packard Club PAC product.

For Sale: Tool carts, (2) sizes, limited quantities; great for working around cars; 3 shelves; plastic corners. Small size cart measures (28" x 18" x 9") Large size: (33.5" x 20" x 10"). All are grey; (*Normal retail price is over \$100.00*). Price is \$75.00. Some assy. Required. Contact: Bruce Blevins, 9157 Timberline Dr., Grand Blanc, Mi. 48439. (810) 287-7722 / blevinsb33@aol.com

The
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The Packard Digest

WANTED

Wanted: Packard Cormorant & Cormorant News Bulletin (Back issues) Looking to trade for missing issues. **Also looking for any issues of The Packard News** published for Packard dealer body. Marvin King (586) 294-2798 or (313) 770-5037 (Cell).

Wanted: Packard Service Counselors. Buy or trade to complete my collection. Neal Porter (248) 693-1907 or (248) 693-2648

Dock and Bay Aerial Photography: Stunning perspective not available from ground level photography / See some exciting examples of our work at dockandbay.com and on facebook at Dock and Bay. We are FAA approved for commercial work. To schedule your session for spectacular aerial photos and video of your special car, boat, place or event. www.dockandbay.com or call Keith & Debbie Redlin at (248) 881-2861.

1937 Packard 120 Conv. Coupe: Need complete front seat assembly including tracks, frame, seat cushion & seat back; will consider parts. **Contact:** Bob Carpenter @ (248) 921-0388 or goodolcars@msn.com

Pair of Headlights to fit 1939 Packard 120; must be bulb type, not sealed beam. Contact Keith Hensley, Farmington Hills. (248) 227-2301 or hensley1938@yahoo.com

Wanted: Your Packard stories, experiences, etc. The Packard Digest would like to hear from you, MCP members...

Any Packard related, text and or photos of your own personal experiences with your cars while attending events, touring, or even things that you learned while working on your Packard. Please consider taking the time to write them down, and include any corroborating photos that you would like to see published in an upcoming issue of the Packard Digest... Thanks, Bob Ferrand / Editor.





Visit our website for important updates: www.carsrstars.com

Vintage Bicycles will be on display
And NEW THIS YEAR for the first time
A special showing of rare vintage
WHIZZER MOTORBIKES



**ALL SHOW CARS ENTER FROM
FORD FIELD ENTRANCE ON
23 MILE WEST OF VAN DYKE**
... across from McDonalds ...
Adult General Admission \$5
Under 12 Free

Profits from this event help us to preserve and restore the Historic Packard Proving Grounds

Cars 'R' Stars @ PPG*

Returns to the Historic *Packard Proving Grounds (PPG)

49965 Van Dyke Ave - Shelby Township, MI 48317

SUNDAY, JUNE 11, 2017

This year's feature display:

"Hoods in the Back" - Highlighting rear-engine cars

*Unique Feature Display of Tucker, Stout Scarab, VW, Corvair and others
with Hoods in the Back*



CarShow/Swap Meet Hours - 8:00 A.M. to 3:00 P.M.

Music by DJ Scott Kuhl - Gift Shop Open in historic 1928 Gate Lodge

Great food drink and ice cream by: **National Coney Island**

CAR SHOW

Information:
Bruce Blevins
blevinsb33@aol.com

SWAP MEET/ARTS & CRAFTS

Information:
Dave Dolby
davidadolby@comcast.net

Clubs wishing to park together must pre-register and arrive together. Your Club will be judged as a class.



***One For The Road...
Think Spring !***



Above: One of my favorite spring Packard Photos is this one... A pretty '41 Packard 120 Wood-bodied wagon, owned by MCP member... Richard Kughn of Dearborn, Michigan...

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To join the national organization, call
(763) 420-7829
or email: pac@cornerstonereg.com

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MOTOR CITY PACKARDS
Of Metropolitan Detroit
1594 S. Dowling Street.
Westland, MI 48186

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