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Packard Digest

"Compiled for Packard Enthusiasts Everywhere"

September - October 2017



Packard

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MOTOR CITY PACKARDS
of Metropolitan Detroit



2017 Motor City Packards Executive Board

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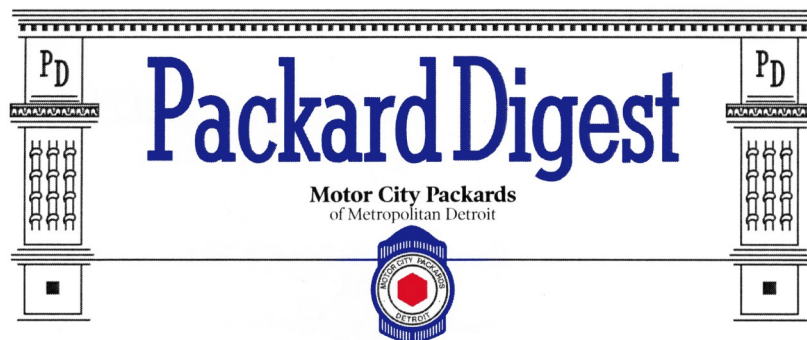
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The Packard Digest is published six times per year by Motor City Packards, a region of Packard Automobile Classics.
To join the National Club, call (763) 420-7829





From the Editor / Bob Ferrand

On the Cover of this edition is a beautiful picture of an elegant '34 Packard 12, rendered in acrylic watercolor by celebrated automotive artist Tom Hale. Tom has graciously allowed us to feature this exciting example of his award-winning artwork on the cover of this edition of the Packard Digest. Tom has been the featured artist for many of the finest Concours d'Elegance shows throughout the country going back many years, and his automotive art is always able to capture the beauty, excitement and passion that fuels the hobby. Many thanks to Tom Hale & Fran from all of us here at Motor City Packards.

Welcome New Members...

Motor City Packards would like to extend a warm welcome to new members **Fernando Palazuelo** and his Director of Development, **Kari Smith**. For those of you who are not aware, Mr. Palazuelo is the Spanish-born international real estate developer whose company "Arte Express" bought the Packard Plant in Detroit, and who is already in the process of overseeing a 22 million dollar restoration of the Administration building. The entire building restoration project could hit the 500 million dollar mark before it is completed. *We are absolutely thrilled that Fernando and Kari have elected to join MCP, and we are looking forward to meeting them and learning more about the restoration initiative at the Packard Plant...* They can be reached via email at: Kari@packardplantproject.com.

MCP also welcomes new member **Kirk Seaman**. Kirk works at **Car & Driver** magazine, and has many years of publishing experience. He owns a '47 Custom Super Clipper. Phone: (734) 276-5846 / kseaman@hearst.com Kirk has expressed interest in possibly writing for The Digest.

Another enthusiastic welcome goes out to new members, **Tom Skunda** and his partner **Sally**... they joined MCP in August of 2017. Tom & Sally own a '37 Packard 120CD, 4Dr. Touring car. Phone: (810) 869-2113 / tjsls80@aol.com.

MCP also welcomes new members **Zachary & April Dillinger** who own a '39 120 Touring Sedan. Phone: (517) 231-3374 / zacharydillinger@gmail.com. Zachary has offered to help with the **Digest**.



Director's Comments / by Dave Marold

Dear Members, I hope that all of you have had a good summer, and have been able to enjoy some Packard time, as well as some of the Motor City Packards events. I would like to thank **Lois Porter**, Past Director, for leading the charge on the Ice Cream Social at **Bill and Mary Rachwal's** Collection. One of the benefits of MCP membership is seeing private car collections unavailable to the public. Thanks also to **Leo and Jennie Shedden** for coordinating the wonderful DYC tour and luncheon at a price you could not match on your own. Please consider volunteering to help your Club in some way, whether it is on the Activities Committee or with one of the Long-Range Planning Initiatives described later. Please call, text or email me at (248) 349-0094 or dmarold@gmail.com to ask questions or to volunteer.

This **Digest** will arrive after the Orphan Car Show in Ypsilanti. Our next events include:

- Sunday October 15 - PPG Open House, Shelby Township
- Sunday November 19 – Tipping Point Theater, “Office Hours” & Dinner at the Deadwood Bar and Grille, Northville
- Sunday December 3 - Annual Dinner and Club Meeting at the Gazebo, Warren

In January, I wrote you about the need to position MCP for a changing world. In subsequent issues of the **Digest**, I have written to you about the Planning Committee headed by **Ed Ostrowski**, Assistant Editor and our efforts there. In the last issue, I shared with you results of the Membership Survey. In this **Digest**, I am sharing Takeaways from the three other Surveys.

continued...



MCP Extended Family Survey

- * **Respondent Profile:** Survey respondents were principally the adult children of MCP members. The age range of the respondents (broadly, 25-50) appears to mirror that of MCP a generation ago. For the vast majority of Survey respondents, there is a Packard in the family to shape their views of Packard
- * **View of Packard:** For the Survey respondents, the 'best liked' aspects of MCP are riding in Packards and seeing Packards, as well as MCP-related family/social experiences. They consider Packard to be worthy of legacy preservation, respect, and further learning. For their peers and friends having no association with MCP, Packard is considered an 'unknown quantity', but proximity to southeast Michigan mitigates this impression.
- * **Social Media:** For the Survey respondents, Facebook, Twitter (and to a lesser extent, Instagram) represent the social media of choice to increase their own interest in Packard. Facebook may be preferred for older (over 30) respondents. Photos/images should be integral to the social media approach.
- * **Events:** Social events, vehicle displays at charitable events, and 'use' events are equally attractive as ways to increase interest.

Packard Auto Classics Regional Benchmarking

- * **Membership Meetings:** Two-thirds of responding regions have membership meetings; of these, over half have one meeting per year, and about 30% have monthly meetings.
- * **Regional Events:** About 40% of responding regions have 1-4 events per year; 20% have 4-8 per year, and 20% have over 8 per year.



- * **Event Notifications:** Over 50% of responding regions provide event notifications by e-mail only; another 25% provide by both postal mail and e-mail.
- * **Mailings:** About 50% of responding regions provide regional publications by both postal mail and e-Mail; about 30% by e-mail-only.

Car and Driver ‘Industry Enthusiast’ Survey

- * **Packard Awareness:** Younger ‘industry enthusiasts’ have limited awareness of Packard. Vehicles, followed by Landmarks, are the immediate associations with Packard.
- * **Packard’s ‘Worth’:** Packard is ‘worthy’ of legacy preservation for ‘industry enthusiasts’. Their ‘Industry non-enthusiasts’ peers (*especially younger people*) generally have no idea what ‘Packard’ represents.
- * **Club Perspectives:** A good club reflects member interest, with regular events and publications and use of a website to maintain communications. Cruise Nights and Cars & Coffee events resonate. ***Don’t push / don’t force*** interest and awareness. Communicate the inherent ‘worth’ to generate interest through a consistent and holistic approach.
- * **Social Media:** Facebook (*and possibly Twitter*) provide a good social media outlet to gain awareness/interest. A Daily Facebook post, expanded leverage of Social Media, and vehicle displays at charitable events could increase interest in MCP and Packard.

I am happy to provide the specific follow-on recommendations from the Surveys to any member who wishes more information. I would like to thank the Planning Committee under Ed Ostrowski’s leadership for their excellent and hard work to complete the research.

continued...



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Members include: **Debra Bennethum, Paul Gallagher, Dennis Kuhn, Kevin Luedtke, Joan Luksik, Lois Porter** and myself.

The overall Planning Committee effort comprises MCP's Long-Range Planning Initiative (LRPI for short). Within this LRPI framework, the Committee (with subsequent BoD review and approval) developed a current-state assessment of MCP's Strengths, Weaknesses, Opportunities, and Threats (or SWOT), developed an aspirational Vision for MCP, conducted four Surveys, and developed a comprehensive Action Plan. Priorities for Second Half 2017 were approved by the Board in July. I provide key elements later in this **Digest**.

I have one major concern... and that is, as solid as our research is, it is a lot harder to implement initiatives than to do the research. To implement, we need volunteers from the General Membership, as the board can't do it alone. Also, as you will see in Kevin Luedtke's article on our election, we need a candidate for Long-Range Planning Director. Please read about the election and the LRPI later in the **Digest**. Let me know if you are willing to help.

In compliance with our bylaws, we are notifying you of the Annual Meeting of the Corporation on December 3 at our Annual Banquet. In the following revised bylaws, we decreased the number of officers from 12 to 11. The Project Director position held by Bruce Blevins has been eliminated at Bruce's suggestion, since the job can be done more efficiently without having to attend board meetings. We also eliminated the Assistant Editor position which is held by Ed Ostrowski, as we have established a (non-board) Contributing Editor position. We created a new Long-Range Planning Director position, and that position currently remains open. Please let Kevin Luedtke or myself know if you have any interest. We will be asking for your approval of the bylaws at the Annual Meeting.

Cordially, David Marold



BYLAWS OF MOTOR CITY PACKARDS INC.

(Revised and Recommended for Membership Approval by the MCP Board - 9/11/17)

ARTICLE I

Name and Office

- Section 1: This organization, a 501(c) (7) non-profit and non-stock-issuing corporation, is known as Motor City Packards Inc. (MCP).
- Section 2: The registered office is currently in the care of our resident agent as noted in the ***Policy Manual***.

ARTICLE II

Objectives

The objectives of this corporation shall be: the promotion and preservation of the Packard heritage, including the driving and use of Packard automobiles, to provide social events, tours, and exhibitions of same; to own real and/or personal property incident to such purposes including a periodic publication, ***The Packard Digest (Digest)*** and Social Media sites which shall be the official communication instruments of this organization dedicated to the Packard Motor Car Company and its products.

ARTICLE III

Meetings of the Corporation

- Section 1: Order of business shall be conducted according to Robert's Rules of Order, revised, and Robert's Parliamentary Law, provided they are applicable and do not conflict with these Bylaws.
- Section 2: The Executive Board meetings, time and place determined by the Board, will be conducted at least every quarter or as determined by the Board. A minimum of 50% of the Board members must be present either physically or through electronic media to conduct Club business that requires Board approval. The meeting announcement should precede the meeting date by 30 days. The agenda should be presented ten days in advance.



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Special meetings may be called by a majority of the members of the Executive Board of Directors or by the express desire of a majority of the membership, provided a 30-day notice of such special meetings is extended to the other members of the Executive Board of Directors.

A Motor City Packards member hosting a Board meeting is eligible for reimbursement for actual out-of-pocket expenses. A meeting place other than the member's domicile will also qualify for this reimbursement. All reimbursements must be recorded by the Treasurer. See the ***Policy Manual*** for levels and restrictions.

Section 3: An Annual Meeting of the general membership must be held in the month of December to present to the members the Club's financial status, membership level, a brief description of future activities, and the results of the election of members to the Executive Board.

Club issues, as deemed by the Executive Board of Directors, including those requiring membership approval, shall also be presented.

Attendance by at least 15% of the voting primary Club members is necessary to constitute a quorum for the conduct of business. All motions shall be decided by a simple majority of the primary members present. Each primary member may cast one vote per family membership as stated in Article IV, Section 4.

A 30-day notice of the Board meeting is required. At a minimum, such notice is to be placed in ***The Packard Digest***, which is referred to in Article II of these Bylaws.

ARTICLE IV Membership

Section 1: Any person of good character shall be entitled to consideration by the Executive Board of Directors for membership in Motor City Packards, Incorporated. An application must be submitted to the Membership Director for processing. If deemed necessary by the Membership Director, the application is to be submitted to the Executive Board of Directors for their approval or rejection.



- Section 2: Termination of an individual's membership in Motor City Packards, Incorporated is a power reserved to the Executive Board of Directors. The Executive Board of Directors may review the status of any member at any time to determine whether they shall retain the privilege of membership in this organization.
- Section 3: Active members shall be any duly approved person whose current dues are paid to this corporation, and who thereby is entitled to the right to vote, along with all other benefits accruing to full membership.
- Section 4: A membership consists of a Primary Member with voting rights of one vote. Family members or partners are not eligible to vote.
- Section 5: Honorary members shall be those persons who, in the opinion of the Executive Board of Directors, have made outstanding contributions to this corporation, or who have achieved prominence in the automotive industry, especially with the Packard Motor Car Company. Honorary members need not be active in Motor City Packards, Incorporated; they will be exempted from paying dues, and will not be entitled to vote or hold office. They may serve in an advisory capacity on appointed committees.
- Section 6: A Guest membership may be created from time-to-time by the Executive Board of Directors with all the rights of an active member for the calendar year. Such memberships may be extended annually on a year-to-year basis as deemed beneficial by the Board of Directors.
- Section 7: Membership in the National club (*PAC*) is required to become a member of Motor City Packards.

ARTICLE V

Dues

- Section 1: Dues for active members shall be at the current approved amount as noted in the ***Policy Manual***. Changes to the dues are the responsibility of the Executive Board based on the financial status of the Club. Dues will be announced at the Annual Meeting and published in the ***Digest***, on the website, and on the renewal forms.



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- Section 2: The fiscal year of this corporation shall run from January 1 through December 31. Dues shall be payable in full by January 1 for the current fiscal year for the member to remain in good standing. Any member whose dues are in arrears for a period of three (3) consecutive months shall be suspended unless the Executive Board of Directors extends this interval to permit review of unusual circumstances.
- Section 3: A new member joining after the second quarter of the year will have the membership extended through the following fiscal year.
- Section 4: For membership dues options, refer to the ***Policy Manual***.

ARTICLE VI

Executive Board of Directors and Officers

- Section 1: The business of this corporation will be managed by an Executive Board of Directors consisting of: Executive Director, Assistant Executive Director, Past Director, Secretary, Treasurer, Membership Director, Activities Director, Assistant Activities Director, Media Director, Editor, and Long-Range Planning Director.
- Section 2: **Duties of Officers:**
- (a) **Executive Director.** It will be the duty of the Executive Director to preside at all meetings and set the agenda. The Executive Director is an elected position. To be Executive Director, one must be elected having completed at least one full term of any position on the Executive Board at the time of installation. The Executive Director may appoint assistants to the other officers from the membership, if this should be necessary to assist with their duties. The Executive Director's vote shall be withheld in all matters pending, except when it is necessary to break a tie. The Executive Director will, furthermore, exercise all the power ordinarily vested in the principal executive officer of like organizations. The Executive Director will write comments for each issue of the club publication (***The Packard Digest***). The comments will keep the membership informed of the direction of MCP and the Executive Board of Directors' activities. The Executive Director is authorized to sign checks as described in Article VI, Section 2, item (e) of the bylaws.



- (b) **Assistant Executive Director.** In the absence or disability of the Executive Director, the Assistant Executive Director will have the powers and perform the duties of the Executive Director in his/her stead. The Assistant Executive Director will be responsible for issuing and enforcing rules for the regulation of meets and events. The Assistant Executive Director will pursue special assignments at the pleasure of the Executive Director. The Assistant Executive Director will manage the procurement of all MCP awards, both annual and special. The Assistant Executive Director will handle the nominations and election process of the Executive Board of Directors.
- (c) **Past Director.** The Past Director position is assumed from the most previous Executive Director at the end of such term. The Past Director shall provide history of the Region's operations. The Past Director will mail a "Welcome Package" to all new members. This includes a welcome letter describing the Region's activities, a Directory, and the name and phone number of a Motor City Packards member that is available to answer any questions or concerns. The Past Director will manage special assignments as directed by the Executive Director.
- (d) **Secretary.** The Secretary will attend all Executive Board of Directors' meetings and record the minutes. If unable to attend, the Secretary shall secure a substitute to take the minutes. The Secretary will prepare the minutes and send them to all Board members within two weeks after the meeting.
- (e) **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



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The Treasurer will prepare and file any and all tax returns and documents with the appropriate State and Federal agencies. Outside tax expertise may be requested from the Board when needed.

- (f) **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 other Club notifications, as directed by the Executive Board of Directors.

The Membership Director will send out reminders of Club events. If an event requires no response/registration, the Membership Director will send a reminder e-mail two weeks before the event. If a response/registration is required, the Membership Director will send a reminder e-mail two weeks before the response/registration is due, as well as a final reminder one week before the event.



- (g) **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 ensure that 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 Members-Only section of the Club website. The Activities Director is responsible for the distribution of the event flyer to those members requesting US Mail. 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 Membership Director for emailing to the Membership, and to the Media Director for display on the Members-Only section of the website and Social Media. 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. After the event, the Coordinator prepares a write-up, including pictures and a list of members and their Packards, which is to be approved by the Activities Director and submitted to the Editor of the **Digest** and the Media Director for publication.



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- (h) **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.
- (i) **Editor.** It is the duty of the Editor to publish ***The Packard Digest***, containing Packard vehicle articles, event news, notices of sale of automobiles, availability or need for parts and literature; notices and publicity for future meetings and events; names and addresses of new members; proceedings of the Executive Board of Directors, and feature any other items of interest related to Packard. The Editor will arrange for the printing and distribution of this information in the Club's bi-monthly ***Packard Digest***. In addition, the Editor will work with the Membership Director to obtain the latest member names for the printing and distribution of a Membership Directory in odd-numbered years.
- (j) **Media Director** The Primary Role of the Media Director is to manage the Motor City Packards website, and to direct all MCP social media (*Facebook and other social media*) involvement. The responsibilities also include updating the Club's historical data base, where old website news will be stored when off-loaded. The website will contain:
 - I. A brief history of the Club.
 - II. Members of the Board.
 - III. A summary calendar of future activities.
 - IV. A web store including project items with photos, cost and up-to-date inventory descriptions as provided by the Projects Manager, including a method to purchase and a process for potential new members to join.
 - V. A "members_only" section that shall contain private or sensitive Club news and an up-to-date activities calendar as provided by the Activities Director.
 - VI. A sample copy of ***The Packard Digest***.



- (k) **Long-Range Planning Director** The Long-Range Planning Director leads efforts to articulate (or re-confirm) the desired 'future state' for Motor City Packards, perceived shortfalls to that future state, and actions necessary to address the shortfalls. Where strategies and plans have not yet been established, this position will formulate, and recommend for Board approval, such strategies and plans aimed at supporting the long-term viability of Motor City Packards. Where strategies and plans have already been agreed, this position will coordinate implementation and necessary refinements/adjustments.

Section 3: All officers will serve without compensation.

ARTICLE VII

Election of Executive Board of Directors and Officers

- Section 1: The Board, consisting of eleven positions, will be elected to alternating and overlapping two-year terms, other than the Past Director who is not elected. In the second quarter of the year, upcoming open positions of the Executive Board of Directors will be identified and defined and nominations will be solicited. In the 3rd quarter of the year, the positions will again be identified and defined. If an election is necessary, voting by ballot will be in the 4th quarter of the year. Ballots will be emailed for members with email addresses and paper ballots will be sent by postal mail for those without email addresses. Solicitation of votes may be done through a service such as Survey Monkey. Elections results will be announced at the Annual Banquet and published in ***The Packard Digest***.
- Section 2: All positions except the Past Director of the Executive Board of Directors are elected by a simple majority of those members who cast ballots. The Past Director is not nominated or voted by ballot; the most recent Executive Director at completion of the Executive Director term assumes this position.



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- Section 3: The Executive Board of Directors, consisting of the eleven positions noted above, shall govern this corporation. If, for any reason, fewer than eleven persons are on the Executive Board of Directors, those remaining will perform needed duties as required, but are empowered to appoint qualified members to serve until the next annual election. Such appointments are to be effective only until the next election, at which time the vacancies are to be filled by the usual elective processes described in this document. A majority Board vote shall decide any issue unless a specific constitutional provision to the contrary can be shown to prevail.

ARTICLE VIII Committees

- Section 1: The Executive Board of Directors shall have the power to establish committees, as it deems necessary. The committee chair will be appointed by the Executive Board of Directors.
- Section 2: A Technical Committee of three persons will be appointed by the Executive Director to oversee technical issues relating to projects or other Packard technical design or service issues that may present itself to the MCP Executive Board of Directors. The committee will research and advise on any technical issues that affect the Executive Board of Directors or MCP members. The appointees should be knowledgeable in Packard history as well as in engineering and manufacturing disciplines that apply to the Packard motor car. The objective is to offer advice and service that perpetuates the standards of the Packard Motor Car Company and preserves its history.

ARTICLE IX Awards

As described in the **Packard Digest** and Membership Directory, the "Cramer Award for Distinguished Service" was established in 1995 to honor a member or members who have made an exceptional contribution in time and talent for the benefit of the Club during the year. The Award will consist of a plaque that the winner(s) is/are able to keep. In addition, a large traveling award topped by a Packard Adonis radiator ornament is inscribed with the winner's name or names, joining the winners from the past years.



Each year, a committee appointed by the Activities Director makes recommendations for recipient candidates. The committee is comprised of the Activities Director, the Executive Director and the two most recent past recipients who are still active club members. This committee will make the selection for the award and it will be presented at the Annual Meeting.

It is not mandatory that this award be presented each year, if no individual(s) meet the established criteria.

The award can only be given to an individual once.

ARTICLE X

Funeral Memorials

Any MCP Executive Board of Directors member is authorized to purchase a funeral arrangement or memorial in the name of the MCP membership on the death of a Founding Member or their spouse, or a current Executive Board of Director member or their spouse, or a past Executive Director. The Executive Board of Directors is also authorized to approve by majority vote any other funeral considerations that may be appropriate.

ARTICLE XI

Amendments

These Bylaws may be amended with the approval of the Executive Board of Directors of Motor City Packards, Incorporated and by a majority vote of a quorum of the general membership, as defined in Article III, Section 4. A copy of the amended by laws will be posted on the Club website and printed in the bi-annual Membership Directory.

Amendments to the ***Policy Manual*** must be approved by the Executive Board of Directors.

ARTICLE XII

Retention of Club Records

The records retention policy of Motor City Packards, Inc. is contained in the MCP Policy Manual.



Long-Range Planning Initiative (LRPI) Support

By Dave Marold

Based on the SWOT, Vision, and Surveys developed and/or conducted by the Planning Committee, literally scores of ideas were generated to help MCP adapt to a changing world and grow membership. Out of those ideas, the Board agreed in July to prioritize 30 of the initiatives for the latter half of 2017 and the others will be re-evaluated for 2018 by the 2018 Board. Below I am providing 15 of the 30 initiatives to give you a sample of some of the ideas, but I am happy to provide you the full list if you desire. Some have already been acted upon.

While we have grown membership slightly this year, what we have not grown is volunteers. To further evaluate and implement these and other initiatives, we have a serious need for volunteers. Many board members have been on the Board for ten years or more and all carry a full load. **Please review these initiatives and email, text or call me to help your Club adapt to the changing world, make suggestions or ask questions. Thank you.**
Dave Marold, dmarold@gmail.com (248) 349-0094

Long-Range Planning Initiative – Selected Second Half 2017 Priorities

Activities Committee Lead (Team Leaders: L Porter/D Kuhn)

- ✓ Consider Packard-focused Educational Meeting
- ✓ Consider a 'Drive Your Packard Day' event
- ✓ Explicitly encourage inclusion of older/grown children in events announcements

Board of Directors Lead

- ✓ Consider re-instituting periodic membership meetings at TBD frequency
- ✓ Consider multiple/more-flexible dues options (you will see this in the 2018 renewal)



ACTION TEAM #1 (Younger/More-Diverse Membership) (Team Leader: K. Luedtke)

- ✓ Leverage MCP Media as a means of younger member introduction and focus
- ✓ Make explicit that Packard-based Rod/Custom vehicles and their owners are welcome in MCP
- ✓ Proceed with publication of MCP 'tri-fold' brochure (Available at Orphan Car Show)
- ✓ Encourage MCP owner participation in Cruise Nights / Cars & Coffee events to generate 'Packard awareness'

ACTION TEAM #2 (Education) (Team Leader: E. Ostrowski)

- ✓ Develop simple 'Did you Know' educational material; supplement with 'enthusiast' content
- ✓ Leverage MCP Media (Digest, Website, Facebook) as opportunities to educate on Packard Company, Landmarks and Product
- ✓ Increase number of Media articles that are Packard- focused

ACTION TEAM #3 (Media/Communications) (Team Leader: D. Bennethum)

- ✓ Rebuild Website to make it 'Smart Phone-friendly'
- ✓ Increase focus on MCP Facebook page as a 'competitive advantage'

ACTION TEAM #4 (Collaborate/Avoid Fragmentation) (Team Leader: D. Marold)

- ✓ Place an MCP Kiosk at PPG with information regarding MCP and MCP membership (Available October)
- ✓ Pursue opportunities to make the MCP/PPG relationship a mutual 'win-win'



MCP Ice Cream Social 2017

Report by Dave Dolby

On a beautiful summer day in July, over 80 members and friends of Motor City Packards attended our annual Ice Cream Social. This year we were joined by our friends from the American Road Thunderbird Club. The event had a perfect setting at the estate of **Bill and Mary Rachwal** on Lake Angelus. After a brief period of socializing, the main event was Guernsey's ice cream. For a special treat, Bob and Mary shared, with the group, the early history of their home. Built by the Vice-President of Hupmobile, the Rachwal's purchased the eleven acre estate in the early '70's. Here they raised their family and now enjoy entertaining grandchildren, friends and the occasional car club.

After devouring the sundaes, many wandered around to enjoy all of the sights. First, there were the magnificent grounds, the grand house, the impressive Rachwal car collection, and the fabulous view of beautiful Lake Angelus. Of course, topping off the list was a collection of seven members Packards and four 1957 Thunderbirds displayed on the front lawn. Our thanks go out to our wonderful hosts **Bill and Mary Rachwal**...

Mike & Kathy Corrigan and **Lois Porter** / Event coordinators.

*Bill & Mary Rachwal's
beautiful home on
Lake Angelus...*





Packards parked side-by-side with 4 '57 Thunderbirds displayed quite a contrast in styling... comprising about two decades of automobile design...

Cathy Kirsh and Kathy Mitchell enjoy some social time and marvelous scenery on the Rachwal's beautiful wooden deck...



Rear view of the cars displayed on the front lawn of Bill & Mary Rachwal's beautiful Lake Angelus home...



Motor City Packards visit the Detroit Yacht Club

By Leo & Jennifer Shedden - Photos by Vahan Nazarian

A warm sun and a cool morning greeted 41 MCP members and guests as they drove around Belle Isle Park to arrive at the Detroit Yacht Club on Saturday morning August 5. Since becoming a State Park, the island has taken on the refreshed look of the past, with families enjoying a typical Detroit summer day.

Vahan Nazarian served as the event photographer and notably had driven his 1965 Corvette coupe which he had purchased new. A total of 9 Packards were lined up for admiration in the West-End parking lot, with the Ren Cen and the Detroit River providing a background for pictures. Thanks to those who drove their Packard: **Pat and Carolyn Connell** with daughter Kim in their stunning '36 120B sedan, the young family of **Kevin and Kelly Kurkowski** with son Michael and daughter Jennifer, accompanied by **Kelly's** parents **Mike & Kathy Corrigan** in the '55 400 H.T., **Joel Ray** and **Sue Cleereman** in their '56 400 H.T., **Dave and Maureen Dolby** with guest Zeta in the '56 Executive sedan, **Paul and Jean Gallagher** arriving in their '49 Deluxe 4-dr, **Art and Cathy Kirsh's** original '48 Super, **Howard and Cyndi McLaughlan** in **Don Sommer's** '30 740 Phaeton, **Ron Porter** driving his original '49 Super, and **Neal & Lois Porter**, with **Bruce Blevins** as passenger, in their seldom-seen '56 Caribbean HT.

A lunch buffet was provided in the Club House followed by an informative building tour by Lena Angott, the DYC membership Director, who may have found a membership recruit in the group. Lena stated that the current building, which opened in 1921, is the third building on the site. The original building was torn down when the membership outgrew it. A larger building was constructed but fell victim to fire, a not-so-rare occurrence in those times. She pointed out the Island on which DYC sits is a *man-made* island built with diggings from construction of buildings in downtown Detroit. Some in our group had been to DYC in the past, for weddings or other events, others were first time visitors... thanks to all who attended!

Photos: next page...



Left: *MCP Group Photo*

Below:

Top: '56 *Executive*
- '56 *Caribbean H.T.*
Mid.: '48 *Super 8*
- '49 *DeLuxe 8*

Bot.: '36 *120B Sedan* - '30 *740 Phaeton*





The Packard Digest

The Packard Product...

By Ed Ostrowski

The Station Sedan - First CUV?



With migration to a Clipper-only bodyshell line-up after World War II, Packard's traditional wood-bodied station wagon offering was not available. In fact, the station wagon had disappeared after the 1941 model year, as the 20th Series 1942 line-up had only retained Junior convertibles on the 1938-41 body shell.

Competitively, the post-war wagon offerings came from GM (all Divisions except Cadillac), Ford (Ford and Mercury), and Chrysler (Plymouth only). Non-wagon wood-structured and wood-trimmed offerings were available from Ford (as Ford and Mercury Sportsman convertibles), Nash (Ambassador Suburban slipstream sedan), and Chrysler (Town and Country convertibles and sedans). Considering vehicle price and engine size, Buick's Estate Wagon (available in both Super and Roadmaster guise) would be considered the most direct competitor to a potential Packard wagon offering.

While Packard's pre-war station wagon volume had been low, the 22nd Series line-up nonetheless included a wood-bodied 'wagon'. The term 'wagon' is used loosely, as the vehicle provided much less utility than the prior Packard (or contemporary competitive) offerings. The more-unique the wagon, the more the engineering and tooling expense, and Packard elected to take a low-investment approach that had significant implications to the vehicle package and utility.

Perhaps most important to the package and functionality: Other manufacturers made no effort to keep the wagon overall height equal to the sedan offerings, typically raising the wagon roof to enable a third-row seat with 'acceptable' ingress/egress. They also usually featured a near-vertical tailgate. To reduce investment, Packard chose to maintain a sedan-type overall height, and also chose to adopt a 'sloping' roof line and tailgate, which yielded a sleek silhouette but further compromised the interior 'cube'.

continued...



The C-pillar was similar to the sedan (allowing use of modified sedan rear doors), but this limited access to the rear compartment from the side of the vehicle. Collectively, these restrictions limited the ‘can height’ (nominally, the floor to headliner dimension) and ‘load cube’, much as today’s Cross-overs are generally smaller in these dimensions than a typical Utility.

The tailgate (both lower and upper) was structural wood, with wood appliques added to the front and rear door uppers. The front and rear door lowers featured actual wood ‘inserts’ (rather than appliques), with square sections of sheetmetal removed from the sedan lower door outers.

The Station Sedan was marketed in the ‘Eight’ series, with body code 2293. Like other Eights/Deluxe Eights, it used the 120” wheel-base and was powered by the 135 horsepower 288 cubic inch engine newly-introduced for the 22nd Series. Interior trim was unique to the Station Sedan, using washable materials rather than organic fabrics. Floor covering was rubber front and rear. The front seat structure came from the Touring sedan; the fold-down rear seat was of necessity unique. Seat and door trims were vinyl.

So how many were built? It wasn’t high volume, but then no full-size wood-bodied wagon *was* high-volume in this time period. 22nd/23rd Series Roster-Keeping efforts by the author and MCP member John Northrup, published in The Cormorant in early-2011, projected that Packard built at least 3629 Station Sedans. Robert Neal’s extensive research (published in his excellent Packard 1948-50 book later that same year) determined that 3885 units were actually built.

A separate question: how did it sell? Packard set a too-ambitious production rate during the 1948 model year, and paid the price with left-over 22nd Series cars for many ‘fringe’ models. This was particularly true for the Station Sedan, as a flock of fully-competitive ‘true post-war -design’ wagons were introduced by other manufacturers for the 1949 model year. The level of 22nd Series Station Sedan overproduction ultimately led Packard to renumber already-produced units as 23rd Series cars – this after some vehicles had already been renumbered into 22nd Series ‘1949’ cars.

continued...



The Packard Digest

Some units could therefore have been renumbered three times – first as a ‘1949’ 22nd series (in late-1948), then as a 1949 ‘23rd Series’ (in May 1949), and finally as a ‘1950’ 23rd Series (in late-1949). The 22nd Series over-production effectively eliminated any chance of introducing in-cycle product changes, and so a 1950 Station Sedan was physically identical to a 1948 (and for that matter, a 1949).

At the time, the Station Sedan was likely judged to be a ‘compromise’ vehicle versus other true Station Wagons – the rear compartment package was marginalized by the design architecture, and no three-row seating was available. Fast forward to today, with the evolution of the true ‘Utility’ vehicles to Cross-over Utilities (CUV’s). Many of today’s Cross-overs have similar package ‘compromises’ versus a true Utility. Perhaps we should then give Packard credit for introducing the first CUV!



A 1950 Packard Station Sedan / previously owned by MCP members Richard & Linda Kughn...



Call For Nominations Update...

By Kevin Luedtke, Assistant Executive Director

Here are the results of our Executive Board of Directors nomination process for the 2018-2019 term. As you may recall from the last two issues of **The Digest**, we issued a call for nominations, under the direction of our bylaws which require that half of the Executive Board positions be made available for election each year. A deadline of September 15th was set.

Positions up for nomination were:

Treasurer

Membership Director

Activities Director

Assistant Activities Director

Media Director

Long Range Planning Director

I am pleased to advise you that we have a candidate for each of the existing Board positions, except for the Long-Range Planning Director position. Please take a moment to carefully and thoughtfully consider the all-new Long-Rang Planning position. This is an exciting and critical new job that will help us to successfully position our Club to thrive in the years ahead, and to ensure the endurance of the legacy of the Packard Motor Car Company. We have spent a lot of effort on the Long-Range Planning initiative, and urgently need someone to help keep it on track for the year 2018 and beyond. If you cannot fill the position yourself, please help us by suggesting another MCP member who may be a good candidate for this position. If you would like more information about the position, have a look at the July-August issue of **The Digest**. Feel free to ask questions or to suggest possible candidates by contacting me at KTL711@mac.com, or at (248) 877-3797.

Since there is only one person running for each office, there will not be a balloted election. I look forward to sharing the details of our 2018-2019 Executive Board of Directors term in the next issue of **The Digest**.

Kind Regards, Kevin



Packard Technician's Corner

By Bob Ferrand



In this installment of Packard Technician's Corner, I would like to talk a little bit about the carburetor on your Packard. Given the fact that we are all driving modern cars (*most of the time*), with high-tech computer-controlled fuel injection systems. We have arrived at a place in time when we hop into the car, *regardless of the outdoor climate*, turn the ignition key... drop the shift selector into Drive, and move out without any concern at all for what is going on electrically and mechanically in order to make all of that grand functionality happen. *Absolutely magical...* You and I however, are plenty old enough to remember a time when our cars were not quite that dependable. And if you are the proud owner of a Packard, or another make of car from an earlier *bygone* era, then you know just what I mean.

So what does it take to start up your Packard? Does it require you to pump the accelerator pedal many times, only to have the engine fire-up, and then stall-out... requiring you to repeat this ritual? Chances are that there are certain anomalies you have become accustomed to in the way that you must start and operate your car. Ideally, if everything under the hood were in *like-new* condition, and was functioning as the engineers had intended, you would simply depress the accelerator once and release (*to set the automatic choke*), then turn the key... and the engine would start. You would let the engine warm-up for a few seconds while the throttle is on the fast idle cam, before kicking the accelerator to drop the idle down to the next level. You would then release the parking brake, select 1st gear (*or reverse*), slowly let out the clutch... and away you go. As you accelerate, the engine power is applied smoothly, without hesitation, and you can move out down the road with confidence. As the engine warms up to normal operating temperature, the choke opens, returning the throttle to its normal idle position, the engine thermostat and cooling system begin to circulate engine coolant, and your engine is now operating at maximum efficiency.



However, as I mentioned earlier... this would surely be the ideal, and for many reasons a good portion of these cars are unable to achieve this lofty goal. What are the reasons? *This is the big one...* automobiles, and the collection of functional mechanical and electrical parts that they are comprised of, **were not** intended to be in good serviceable condition some 60 to 80 years after their date of manufacture. As an automotive technician who has a very good understanding of how and why auto parts deteriorate over time, I am absolutely amazed, and at a loss to explain how we are able to keep so many of these cars *drive-able* and in service.

Take for example, the automatic choke mechanism on the carburetor. Although it may look like a simple device at a glance, it is one that required careful engineering and some rather close tolerance manufacturing, *given that it would need to be mass produced...* The automatic choke is comprised of a thermostatic spring and housing, a choke *pull-off*... which is a vacuum-operated diaphragm or piston that will quickly calibrate the choke for proper engine operation after initial startup, and also a means of gathering and concentrating heat around the thermostatic spring, so that the choke plate on the air-horn of the carburetor will be able to adjust automatically to leaner operation as the engine warms up. All of the elements that comprise this mechanism, and even some others not directly related, such as your *heat riser valve* in the exhaust manifold, and the insulated tubing which transfers the manifold heat to the thermostat housing, need to be fully functional, and well within their mechanical operational tolerances if your engine is to start and operate properly initially, and continue to run properly until the choke is no longer needed at normal operating temperature. For example, if excessive clearances exist in the bore of the housing that contains the choke pull-off piston, then the piston will not be able to calibrate the choke plate after the engine is started. This is a very common problem with many carburetor designs that were used even well into the 1960's. Changes in the shape, or size of the bore and the piston may leave the pull-off sluggish in operation, and the only way to compensate for that deficiency is to *lean-out* the choke thermostat adjustment which creates yet another deficiency.

More on this topic in the next installment...



The Packard Digest

2017 Motor City Packards Activities

- October:** Sunday October 15th - 12:00 - 5:00 P.M. / PPG Open House. *Special Packard Parking* Tom Mitchell / Event Coordinator.
- Nov:** Sunday November 19th - 2:00 P.M. / At the Tipping Point Theater in Northville, Mi. / "Office Hours" by Norm Foster / Dinner at the Deadwood Bar & Grille / Dave Marold - event coordinator.
- Dec:** Sunday December 3rd - 6:30 - 9:00 P.M. / Annual Dinner Celebrating the Region's Birthday at the Gazebo in Warren, Mi. / Lois Porter - event coordinator.





Twenty Years Ago
September-October / 1997

Digest Editor Mark Wilson described his aspiration to produce a Packard calendar, comprising photographs of Packards in significant and historic locations throughout Michigan. Bill O'Grady told the story of providing his '56 Patrician as THE Wedding Car for his grandson's wedding, which fortuitously included cooperative March weather. An update to the Packard 'Ten Commandments' (a perennial favorite) was also featured in the Digest.

The MCP Pig Roast was held at the home of Henry and Doris Seitz, which also served as the domicile for multiple Packards as well as numerous Packard parts (several of which were purchased by MCP members during the event). While the weather was wet and windy, several MCP fishermen (fisherpersons?) did try their luck in the stocked pond.

The 'Feature Packard' was a 1909 Model 30, owned by Richard and Patricia Donahey of Belleville. Base-priced at \$4200 and one of 1501 Model 30's built in 1909, it used a 439 cubic-inch T-Head 4-cylinder engine producing 30 horsepower. The car could be seen at both the 'Bumpers for Babies' Car Show and the Ice Cream Social.

A. J. Balfour provided his insights and perspectives regarding the 'stewardship' role of a Packard owner, and the attendant responsibilities that accompany this. The Digest article covered such diverse aspects as accommodation (or not) of 'street rods' in PAC, the 'end goal' for a vehicle (original, show car, driver, or ???), the attractiveness of truly 'original' cars, 're-bodied' cars, and the importance of the VIN plate and body tag.

Thirty MCP members, bringing six Packards, enjoyed beautiful late-September weather and a terrific lunch at Haymakers Restaurant in Lake Orion. Many toured the adjacent Canterbury Village shops, with the Ice Cream Shop being a clear favorite.



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

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, Trippe 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 blueprints. 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: Lolly Bezy: lolly@bid123sold.com (248) 225-5359.

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

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

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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

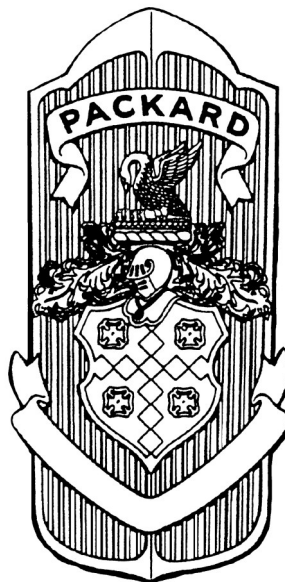
Dock and Bay Aerial Photography: Stunning perspective not available from ground level photography / See some exciting examples of our work at dockandbay.com and on facebook at Dock and Bay. We are FAA approved for commercial work. To schedule your session for spectacular aerial photos and video of your 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.





Packard Proving Grounds *Fall Open House*

And Cruise-in Classic Car Show

MOTOR CITY PACKARDS MEMBERS

PLEASE CONSIDER DRIVING/BRINGING YOUR PACKARD

THE DISPLAY OF OUR MEMBERS' PACKARDS IS ALWAYS A BIG HIT

CALL DAVE DOLBY OR DENNIS KUHN TO LET THEM KNOW YOU ARE BRINGING YOUR PACKARD

DAVE 586-273-7636

DENNIS 734-663-6581

If you can offer your Packard for Taxi Rides, that would be great!

Where: Packard Proving Grounds Historic Site
49965 Van Dyke Shelby Township, MI 48317

When: Sunday, October 15, 2017
1:00 p.m. - 5:00 p.m. *Rain or Shine*

GATES OPEN AT NOON FOR MCP MEMBERS SHOWING THEIR CARS

Admission: Free* - Public is Welcome

NEW FEATURE:

Satisfy your appetite with a visit to a variety of Food trucks

See Gar Wood's 1932 Race Boat - the historic 38foot Miss America X

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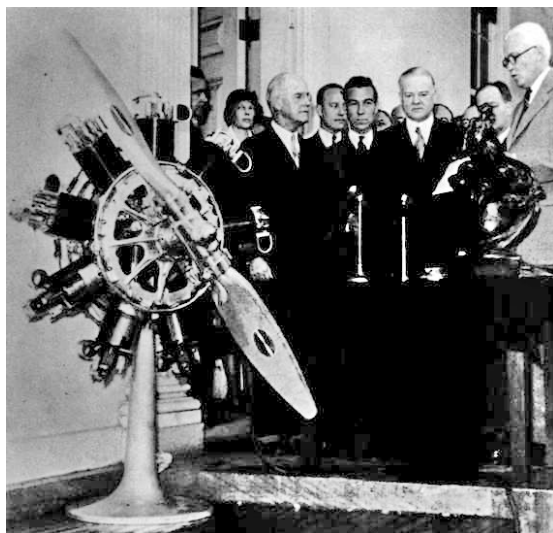
Sponsored by Ankara Industries

Questions? Contact Tom Mitchell (586) 247-5921



One For The Road...

The very first Diesel Airplane Engine was produced by Packard in 1928... It was known as the Packard Model DR-980



President Herbert Hoover (behind microphones) presenting the Collier Trophy to Alvan Macauley (nearest to the engine), president of the Packard Motor Car Company, on March 31, 1932 (although the award was for year 1931). Also present were Hiram Bingham, U.S. Senator from Connecticut (nearest pillar), Clarence M. Young, Director of Aeronautics, U.S. Department of Commerce (between Macauley and Hoover), and Amelia Earhart, first woman to fly across the Atlantic Ocean (behind Macauley's right shoulder). In the foreground is a cutaway of the Packard Diesel Aeronautical Engine, and directly in front of Senator Bingham is the Collier Trophy, America's Award for the greatest achievements in aviation. (Smithsonian photo A48825).

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To join the national organization, call
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