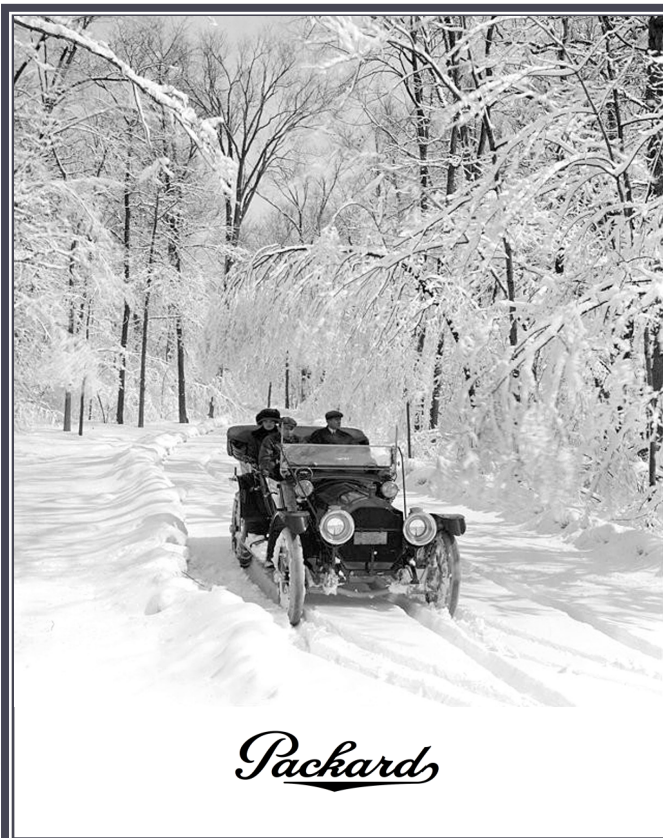


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Packard Digest

"Compiled for Packard Enthusiasts Everywhere"

January - February 2018



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of Metropolitan Detroit



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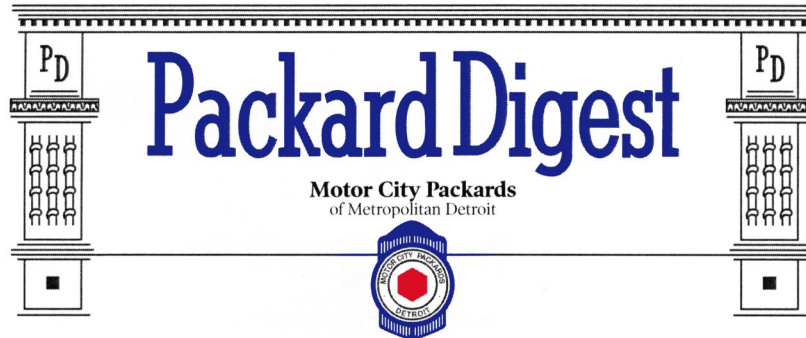
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 To join the National Club, call (763) 420-7829





From the Editor / Bob Ferrand

On the Cover of this edition is an interesting photo of a 1912 Packard 30 Model UE, four cylinder, 40 horsepower automobile built on a 129.5" wheelbase chassis, traversing a snow-covered road on Belle Isle, in Detroit Michigan. The Photo was taken on March 16, 1912 and is displayed courtesy of the Burton Historical Collection, Detroit Public Library.

Welcome New Members...

Motor City Packards would like to extend a warm welcome to new members **Adam & Tabettha Hammer**, owners of Hammer & Dolly Auto Restorations in Traverse City, Michigan. The Hammer's can be contacted at (231) 620-4893 / hammer.restore@gmail.com.

MCP also welcomes new member **Zita Gilboe** of Kimball, Michigan. Ms. Gilboe can be contacted at gilcrum711@comcast.net.

An enthusiastic welcome goes out to Ten new MCP members who provided support to MCP in 2017. Nine provided 'industry enthusiast' input to MCP's Long Range Planning Initiative, and one (**Andy Sarkisian**) provided much-appreciated help at 'Cars 'R' Stars' 2017. They will be extended a complimentary *1-year* membership, and will receive club-related correspondence, including the Packard Digest by email for the year 2018. One of our members, who has also held various BOD positions in past years, *but who prefers to remain anonymous*, has paid the dues for these new members, giving them an opportunity to attend club related events this year. Hopefully many will want to continue their membership, once they've had a chance to experience the benefits of being MCP members. *These new members are:*

Joseph Capparella / jcapparella@hearstautos.com

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Andy Sarkisian / asarkisian@icloud.com



Director's Comments / by Dave Marold

Happy New Year! I hope you had a great holiday season, and we wish you a Happy and Healthy 2018. While it has been a cold and snowy start since the winter equinox on December 21, I am excited to see each day have a little more sunlight, and soon the Packards will emerge from their hibernation. Before I go much further, at the end of the year we had about 60 percent of our members renew. If you haven't renewed, your membership expired December 31, and this is the last Digest you will be receiving until you renew, so chose one of our membership options now.

We had a solid 2017 with 202 Family Memberships... up from 200 in 2016, and 190 in 2015. With the age of our membership not declining, this is somewhat of an accomplishment. As far as finances, we finished the year on solid ground with \$15,111.75 in the bank... up \$1,238.15 from the \$13,873.60 we had at the end of 2016, and that is after we donated \$5,000 to the Packard Motor Car Foundation, \$3,000 more than we gave in 2016. At the Annual Banquet (AKA, Annual Meeting) a comprehensive report was provided. If you missed the event, it was wonderful, with an excellent meal. Thank you, **Lois Porter** and the Activities Committee, for another job well done.

MCP's Activities Committee has been hard at work planning a full schedule of Packard, Car Collector and Social events for you and your family for 2018. Look for the 2018 schedule in the Digest. Without this committee, what would MCP be? The committee is effectively led by past Executive Director **Dave Dolby**, and I would say that it runs as smoothly as a Packard Twin Six or Straight 8. I would like to take time to thank the committee for a great job in 2017 and recognize them for their dedication. Members of the Committee include:

- **Mike and Kathy Corrigan**
- **Sandy King**
- **Art and Kathy Kirsh**
- **Dennis and Gail Kuhn**
- **Tom and Kathy Mitchell**
- **Greg and Esther Petrovich**
- **Lois Porter**
- **Joel Ray**

continued...



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And **Peter Tacy**, who joined just last month.

Speaking of teams, I would like to remind our members that MCP is looking for volunteers, committee members, and board members. If you have an interest or expertise, please contact me or the appropriate board member to learn more about opportunities. It is a good group, and a great way to learn more about Packards, while surrounding yourself with people who have similar interests.

While we have a lot of great activities coming up in 2018, I would like to highlight two of these: First, is our FREE Membership Meeting on Sunday, February 25th at the Packard Proving Grounds. This is a Packard-oriented educational meeting to Answer Your Questions about Packard. Our research in 2017 showed that members wanted more Packard-oriented activities. The meeting starts at 1 p.m. and ends at 4:00 p.m. - It is divided into 4 segments:

- Welcome/Introductions/Refreshments
- Questions and Answers
- Social Time and enjoying displays of Packard memorabilia
- Viewing the PPG Packards, and seeing recent improvements in the Lodge, Repair Garage and Tank Building

If you plan to attend, please let **Joel Ray** at Packards1@aol.com know how many are coming with you, so we can reserve space and have ample refreshments, by February 16. This will be a great FREE event, so please encourage family and friends to attend.

I would also like to have you start thinking about, and mark your calendars for another upcoming event. This event, which we've entitled: '10 Days of Packard', will run from August 17-26. Research has shown that members aren't driving their Packards as much as they did in the past, and yet when the public sees our cars, they love them... and members are bombarded with questions and attention from the public. *Please see the article by Graham Kozak about the future of the old car hobby... in this issue of the Digest.* The purpose of '10 Days of Packard' is to encourage members to drive their cars.

continued...



The month of August is a time where the State of Michigan allows owners of cars with historic plates to drive their cars wherever they want to, not just to official car events. Members are encouraged to drive their Packard anywhere they want, and share pictures or stories of their experiences with our Media Director, **Debra Bennethum**. You can take your Mother-in-Law, Father-in-Law or grandchildren to the Dairy Queen. You can go to a local 'Cars and Coffee', or show up for Thursday evening's 'Old Car Night' in Depot Town, Ypsilanti. You could perhaps drive to the Ford Garage in Dearborn, for dinner. Remember, the enjoyment you can have with your car is multiplied when that experience is shared with others.

MCP members will also have an opportunity to enjoy some anchor events... including, the Berkley Cruise Festival on Friday, August 17, that MCP member **Roger Swantek** is arranging for us. We are working with the Packard Plant Project, to have members meet at the plant on Saturday August 25. Members bringing cars will get a FREE plant walk-through (*not the same as the Pure Detroit Tour*). New Activities Committee member, **Peter Tacy** has also volunteered to help, and we are looking for more volunteers to come up with ideas for gatherings in their areas, whether they are in Holland, Lansing, Traverse City or Ontario. Please email me at dmарold@gmail.com or call me at (248) 349-0094 to help us with the '10 Days of Packard' event.

Don't forget that you can give "**all email - New memberships**" for only \$5 a year for the first year. Use the tri-fold brochure that Membership Director **Tom Mitchell** sent along with your renewal notification, or we can provide you with a new one via email.

A couple of final comments: Please read our Media Director's article about the first phase of the launch of our new website, at Motor-CityPackards.org, and stay tuned for continued enhancements. The Executive Board is pleased to advise that Ed Ostrowski, who led the Long Range Planning Initiative in 2017, has agreed to continue as Committee Chairperson for 2018. Look for updates in the next Digest.

Thank you for your membership, and your time...

Cordially, Dave Marold



MCP Event Recap: *Tipping Point Theater & Dinner at the Deadwood Bar & Grille...* by Dave Marold

On Sunday, October 19, 2017 at 2:00 P.M., thirty members and guests enjoyed an opportunity to see the play, “Office Hours” at the Tipping Point Theater in Northville, Michigan. The Tipping Point has been popular with MCP members, who last attended as a group two years ago, when we were able to obtain a \$5.00 discount off the regular price for our event.

After a very enjoyable show, we all proceeded to the Deadwood Bar & Grille for a great dinner. MCP member **Tom Johnson**, who was born and raised in Northville, wrote an article which was emailed to attendees, providing a historical background of the town of Northville and its relationship to the automotive industry, with a special emphasis on Packard.

The Stinson Aircraft Syndicate built fuselages and wings for their aircraft at a building located next to the Tipping Point, and one of their aircraft, the Stinson Detroit biplane, which was one of the first to feature brakes on its wheels, was demonstrated at Packard Field airport in the mid-twenties. Packard Field, later renamed ‘Gratiot Airport’ (*in April of 1929*), was also a testing ground for Packard-built aircraft engines. Tom also informed us that Petz Brothers Studebaker, an auto dealership located just around the corner from the Tipping Point Theater, sold Packard automobiles (*after their merger with Studebaker*), and that small building still stands today.



Left: *The Tipping Point Theater in Northville, Michigan.*



Photos: Deadwood Bar & Grille...



Left: Joel Ray, Sue Cleereman, Zita Gilboe, Dave & Maureen Dolby...

Right: Debra Bennethum, Earlene Steeley and Lois Porter...



Left: Vince Geraci, Dolly & Mary Ray...



Right: This building was formerly the Petz Brothers Studebaker-Packard Dealership...





MCP's 2017 Annual Dinner... by Lois Porter

Our 2017 Annual Dinner Party took place on a mild, sunny 55 degree day on December 3rd. It was a perfect day to celebrate our club's 41st Anniversary, with our annual banquet held at The Gazebo in Warren, Michigan. The evening began at 6:30 P.M., with appetizers and cocktails. It was a great chance to meet some of the new members, and also mingle with old friends before dinner.

After dinner concluded, our Executive Director, **Dave Marold** hosted an informative business meeting to bring members up to date on changes which were implemented within the past year, as well as some of the new initiatives and events planned for the upcoming year. Dave was very proud that MCP membership for 2017 was on the upswing, with 202 family membership registrations in total. We were also informed about several new activities planned for 2018, the first being an informal educational gathering scheduled for Sunday, February 25th, at the Packard Proving Grounds.

Packard Motorcar Foundation President, **Roger Luksik** gave an extensive presentation which included progress made during the past year in the ongoing restoration of the Proving Grounds, including many new improvements that are currently being scheduled for 2018. Roger also informed MCP members about the decision to *scale-back* the number of events scheduled at the PPG in 2018. The response from the public to book weddings and other events has been overwhelming during the past several years, and this has generated much-needed funds, but it has also put a tremendous burden on the PPG staff, which consists mainly of volunteers. He thanked those volunteers who have been selfless in their devotion to the PPG, and who have no doubt been largely responsible for its continued success. Roger also congratulated members for helping to make possible MCP's \$5,000.00 donation to the Packard Proving Grounds. I'm sure that the money will be well-spent, helping to ensure that the Packard legacy remains intact for generations to come.

continued...



MCP's 'Cramer Award' was presented to Packard Digest Editor, **Bob Ferrand**. Bob has been Editor of the Digest beginning with the *March-April / 2015* edition, when he assumed that post from our previous Editor Roger Luksik. Bob has done a fantastic job as Editor, and also writes *Packard Technician's Corner...* a regularly featured column which helps to keep members informed about the workings of our Packard automobiles. *(Many thanks to the BOD and MCP members...) Ed.*



Left: Executive Director Dave Marold addresses MCP members at our Annual Dinner party...

Right: Art Kirsh and Lois Porter make their end of year presentation to the club...



Left: Club Secretary Joan Luksik & Membership Director Tom Mitchell address MCP members...



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Photos from 2017 Annual Dinner (continued...)



Left: Roger Luksik uses a power-point presentation to illustrate 2017 progress at the Packard Proving Grounds...

Right: Attractive dining room was just the right size for our Annual Dinner Party...



Left: Neal & Lois Porter with Debra Bennethum...

Continued on the next (3) pages are group photos of MCP members and their families... Due to space constraints, I will not attempt to list all of their names. Look closely, you're likely there in one of these pix... Ed.



Group photos of MCP attendees at the 2017 Annual Dinner Party...





2017 Annual Dinner Party / Group Photos Continued...





2017 Annual Dinner Party / Group Photos Continued...





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NEW MCP WEBSITE!! *By Debra Bennethum*

It has been a long time coming! The new Motor City Packards website is now active. Please visit www.motorcitypackards.org. Please note, that this is a (.org) website for now. The old one is a (.com) address. We own both the .org and .com sites and eventually will consolidate to one. Stay tuned on that.

The new website was built by Alex Swantek, son of MCP member **Roger Swantek**. Alex took time out of his busy school schedule to help the club with this site development and we are very grateful. The Board approved development of the new website about 2 years ago. Goals included: user-friendly, mobile phone functionality, a real-time activity calendar and online store.

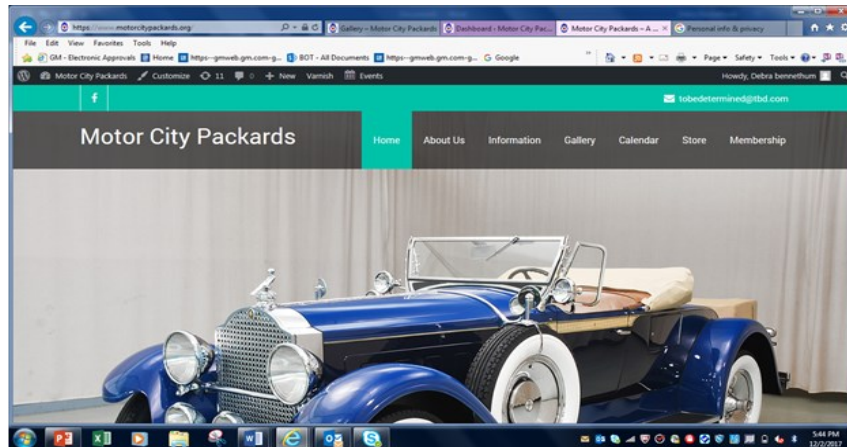
Please note the Home Page and information pages will be available to the General Public. The new website is mobile-phone-friendly... please try out this option and let us know what you think. Additionally, the website will host our activities calendar and will also have a map link for directions, which should be quite useful when en route to activity locations. Also, membership and activity forms will be available on the website.

The new website will be able to hold a much larger photo library than the previous website, and we are in the process of getting more photos loaded. Please send any photos that you would like to make available to debra.bennethum@gm.com for upload.

Next development projects for the website include: MCP Store with payments via PayPal and Membership payments permitted via PayPal as well. Shown on next page is a glimpse of the MCP Website's Home Page.

Please direct your inquiries and questions to Media Director, Debra Bennethum. / Thank You.

continued...



This is how the new MCP website will appear on your computer's desktop...

Welcome (Additional) New Members...

As you can see, our club has been quite fortunate within the past year to be able to welcome so many new members. We hope that all of these great new people will truly enjoy being a part of the Packard experience, and this great club. *Fortunately I was able to find some additional space in this edition of the Packard Digest to welcome two of our newest couples who just joined in 2018.*

A Warm MCP Welcome goes out to:

Phil Cunningham and his partner **Judy**, of Shelby Township, Michigan. They can be contacted at: philcunningham52@gmail.com

David & Mary Dean of Lake Orion, Michigan / They can be contacted at DavidDean64@hotmail.com



Packard Ask the man who owns one...

By Kirk Seaman

Graham Kozak didn't set out to own a Packard; he only knew he wanted an old car. "I always liked cars," he recalls. "Growing up around Detroit, I loved going to the Concours at Meadowbrook and the Dream Cruise, and from an early age, I knew I wanted an antique car." At 17, he decided to make the dream a reality, and he started shopping. "I was still in high school, so my budget was fairly modest. I came to Packard because its cars of the Fifties were affordable." So in 2005, he found the car that fit the bill: a 1951 Packard 200 Deluxe Touring Sedan. "I found it via Hemmings; it was offered by Country Classic Cars in Staunton, Illinois. They have a huge selection and they're not too far from Detroit. The car presented well, with an original interior and an older paint job. And it was within my budget."

Graham drove the Packard to school except during the winter months, when its bias-ply tires made the going too dicey. "I stored it in my parents' garage until the garage caught fire. The insurance company paid to have the car repainted, but the interior was damaged."

The car sat for a while, but over the last five years, Graham started bringing his Packard back to life. "I sent the engine out for a rebuild and started driving it again in earnest. I took it to the vintage races at Put-in-Bay, and this past summer I drove it to the Empire Hill Climb, which is just outside of Traverse City. That's the farthest I've driven it so far."

Graham has big plans for the Packard in 2018. "I want to drive it to Pebble Beach in August. I can't see why it shouldn't be able to make it. And then in October I'm getting married, so we'll use the car for that."

As the Features Editor for [Autoweek](#) magazine, Graham's job lets him drive all kinds of cars, from econoboxes to supercars. "I'd drive my Packard every day if I could," he says. "I encourage everyone to drive their cars and enjoy them. I love just tooling around in mine. It's a great conversation starter."

Photos on next page...





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The following article written by Graham Kozak for Autoweek Magazine was graciously permitted to be reproduced here in the Packard Digest for the benefit of MCP members to enjoy... Ed.

Why I'm not worried about the future of collector cars...

Even if prices drop through the floor... so what?

Consider, for a moment, a doomsday scenario: At the stroke of midnight on Jan 1, everyone over the age of, say, 65 or 70 swears off gasoline and unloads their collector cars. Arizona and Kissimmee are flooded with consignments. It's the buyers market to end all buyers markets; prices go through the floor. Everyone is freaking out. The collector car hobby as we know it will die, *maybe*.

This is basically a time-compressed version of what most people I've talked to in the old car world have been fretting about, with varying degrees of intensity, for as long as I can remember. As Larry Vellequette at Automotive News recently noted, there's some demographic evidence to back up the concern. Baby boomers are still buying and holding more collector cars than anybody else, but they're not going to be around forever. When they go, they'll take their appreciation of the cars of their youth (and, crucially, their disposable income) with them. This will shake up the world of collector cars in a big way... no getting around that, but the world is always changing, and that shakeup will be for the best in the long run.

The fear that the collector car world dies with the current generation is tough to dispel, but there are reasons it's so persistent. I'm into old cars... as in 1960 and older, with an eye for pre-WWII metal. The crowd around me could hardly get any grayer. Meanwhile, owners are having a tough time persuading their children to pick up the torch and carry on in the hobby. For people who have been involved with old cars for decades, it has to be incredibly discouraging.

A New York Times article referenced by Vellequette offers an interesting parallel. Some older folks are facing a melancholy reality: Their children have zero interest in their cherished heirlooms. But for every piece of old-world furniture that ends up in a thrift store, there are boxes of... well, not junk, but pseudo-collectibles: Baby boomers haven't just been buying cars, it turns out... they've been buying lots and lots of stuff, and as they're downsizing, they're having trouble finding family members who want anything to do with it.



Franklin Mint die-cast models, officially licensed “I Love Lucy” memorabilia and other assorted nostalgia-bait tchotchkes. *It’s not that younger generations have no direct connection to this stuff... it’s that most of it is not terribly interesting.* Even wedding china is something of a mystery to us, though maybe we’d understand and desire it if we’d ever seen it used.

Cars are not like limited-edition ceramic figurines or Salvation Army-bound Lenox tableware, though. I won’t say the car’s appeal is universal because it isn’t, but the range of people captivated by cars never ceases to amaze me. What’s in the spotlight changes from generation to generation, but today’s enthusiasts don’t limit themselves to what they longed-for growing up. There’s a surprisingly young crowd keeping the traditional postwar hot-rod and motorcycle scene alive, for example. Thriving events like The Race of Gentlemen have only made it bigger and more mainstream. And that’s why prices have yet to plunge. Again, I’ve been angling for a prewar car for a while now. I’ve been reassured that values for everything from Ford Model A’s to Packards are going to collapse as collectors downsize (*or - let’s be honest... die off*), but that simply has not happened. Sure, old American iron hasn’t kept pace with Euro sports cars, but values don’t seem to have any trouble matching inflation. The bloodbath has not materialized. If that doomsday scenario mentioned above does play out, it will probably be the result of some massive financial cataclysm rather than a sudden baby boomer automotive divestment. But if it did go down, what would happen next? Scrap buyers hit up auction houses, bulk buy old unsold Mopars and crush them into little cubes? Don’t be ridiculous. It might be chaos in the short run, but prices will find a new level... likely substantially below today’s, but never so low that these cars won’t still be desirable. In the wake of this massive but purely hypothetical sell-off, collector car ownership won’t seem quite so unattainable. This alone won’t make those pesky millennials interested in bias-ply tires and carburetors, but it will bring those of us sidelined by high prices into the hobby. I might be able to afford that Model A, finally.

- **Graham Kozak**



The Packard Product...

By Ed Ostrowski



The Patrician

As Packard contemplated the model line-up for the all-new 1951 24th Series, the marketing decisions taken during the 23rd Series figured prominently. The 23rd Series had seen a significant expansion of models on the 127" wheelbase: joining the Custom Eight was an upgraded Super Eight and a new Super Deluxe Eight. The Custom continued with the 9-main bearing 356 engine, while both the Super and the Super Deluxe featured the 5-main bearing 327 engine. Poor sales of the 23rd Series Custom Eight, along with a view that the volume opportunity did not justify the incremental product and marketing expenditures, led to its discontinuation during the 23rd Series production run. The 356 engine architecture died with it.

Having made those decisions, the 24th Series line-up continued a Super/Super Deluxe 'senior' sedan offering, now renamed 300 and 400 Patrician. From 1951 through 1956, the Patrician was the top-line sedan offering. In each year, it was slotted on a 127" wheelbase, used the highest-displacement engine, and (in 1951-54) used the highest-horsepower engine. For 1951-54, it was one of two sedans on the 127" wheelbase; in 1955-56, it was the sole 127" wheelbase sedan.

The new 1951 sedan body-shell accommodated the 5" senior model wheelbase stretch in the rear seat (rather than under the hood), and as a consequence the senior sedan rear seat knee room was judged best-in-industry. Rear seat comfort was further aided with a fold-down armrest (also featured on the companion 1951-54 300/Cavalier) and moveable foot hassocks. The senior sedans also incorporated a wrap-around three-piece backlight (carried over into 1952/53), later converted to a one-piece design in 1954-56.

Beyond the unique greenhouse, the senior sedans featured a unique rear quarter panel and tail-lamp execution compared with the junior sedans. As would be expected, exterior bright-work was also more extensive.

continued...



In the 'two senior sedan' (1951-54) period, the Patrician was further distinguished from the companion 300/Cavalier model by cloisonné wheel cover centers (1951), unique rear quarter trim (1951-52), rear quarter ventiports (1951-52), a rear door gravel guard (1951-53), rocker panel moldings (1954), bright roof drip moldings (1954), and a 'full' rear door trim plate (1954).

All 1951 Patrician standard interiors were monotone wool broadcloth. A chromed steering column was incorporated, along with a 'canework' effect on the door garnish moldings and lower section of the instrument panel. 1952-53 interiors were improved with more-ornate sew styles, addition of two-tone seating, and (for 1953) a 'camera case' graining on the full instrument panel. 1954 saw new sew styles, integrated door armrests, and the addition of matelasse fabrics to complement the broadcloth offering. Leather trim was optional in all years.

An all-new interior accompanied the 1955 Major Change, and followed industry trends with a significant expansion of both the fabric selections and interior color schemes, including adoption of a vinyl instrument panel cover (fully-padded in 1956). While leather seating was a rare option in 1951-54, a good percentage of 1955-56 Patricians were equipped with leather-and-cloth or all-leather trim, in a variety of colors.

In 1951-53, the Patrician was the sole model equipped with the 9-main-bearing version of the 327 engine. Output was rated at 155 horsepower in 1951-52, increasing to 180 horsepower in 1953 through a higher compression ratio and adoption of a 4-barrel carburetor. For 1954, the Caribbean, Pacific, and Convertible also shared the 9-main engine, now at 359 cubic inches and 212 horsepower. Ultramatic was considered 'standard', but Packard did build manual transmission Patricians to specific customer order.

In 1955 and 1956, the Patrician shared its engine with the new 127" wheelbase 400 hardtop – a 352 cubic inch V8 with 260 horsepower in 1955, supplanted by a 374 cubic inch V8 with 290 horsepower in 1956. Automatic transmission (now 'Twin Ultramatic', with two Drive ranges) was again considered standard, but manual-transmission examples have been documented.

continued...



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Patrician model year volume and share of total model year production varied over the six model years. For the straight eights, there were 9001 units built in 1951 (9% of total production), 3975 units in 1952 (12% of total production), 7456 units in 1953 (8% of total production), and 2760 units in 1954 (9% of total production). With introduction of the V8 (and elimination of the lower-priced 300/Cavalier sedan), Patrician volume and share of production peaked at 9127 units (17% of total production) in 1955, declining to 3775 units for 1956 (13% of total production). Contributing to the 1956 Patrician volume/share decline was the introduction of the 122" wheelbase Executive series in April 1956, as the sedan version of the Executive tallied 1748 units (6% of total production) over the balance of the year. Total Patrician volume over six model years was 36094 units, of which 23192 were straight eights and 12902 were V8's.



*Left: A 1951
Packard 400
Patrician...*



The 1956 Packard Patrician

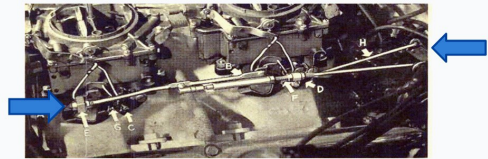


Attention!

'55-'56 Packard V8 (Dual-Quad) owners...

1955 & 1956 DUAL CARB LINKAGE PROJECT

Motor City Packards is currently reproducing the linkage pieces for the dual-carburetor set-up on the 55th and 56th series Caribbeans... *both manual and automatic*. These kits consist of all parts from the accelerator bracket to each of the carburetors. Parts are being made true to the original Packard blueprints, *except* these reproductions are being produced from 300 series stainless steel. Please get in touch with Bruce Blevins, MCP Projects Director for current pricing and availability: blevinsb33@aol.com



Greetings from sunny & warm Florida...

I am just dropping you a note about the dual carburetor project from Motor City Packards. All of the various parts for the different combinations of carburetor linkage are currently on order... Some of those parts are just now starting to ship. When I return to Michigan, *after it thaws out*, I am expecting all of the pieces to be sitting there, waiting for me. I will assemble, set-up and install these on a Caribbean in order to ensure that the kit will both look and function like the original factory parts. Once the kit has been satisfactorily tested, I will begin filling orders. Before I ship your parts, I will contact you, to ensure that the kit I send to you will be correct one for your car's body style, year and configuration. I have learned quite a bit about the '55 and '56 Caribbeans and their linkage set-ups are different.

I have not cashed anyone's check as of yet, and will not likely do so until I am ready to ship your order... If I can answer any questions, please feel free to inquire... *Thank you, Bruce Blevins*



Packard Technician's Corner

By Bob Ferrand



Packard's Amazing "Torsion-Level" Suspension...

Having initiated my automotive technical career working on the lube rack at Ken Brown Chrysler, (*Jefferson Ave. near Mt. Elliot*) in Detroit in 1976, I quickly became familiarized with torsion bar suspension, as implemented by Chrysler. Chrysler began employing this type of front suspension on their cars in 1957. They dubbed it "Torsion Aire" and the design also utilized a front stabilizer bar which ran parallel to the radiator core support, anchored to the frame and coupled to the lower control arms, in order to help prevent body roll when cornering. Torsion bar front suspensions on these cars typically provided improved handling with less body roll than comparable cars of that era which employed coil springs. These cars were leaf-sprung at the rear axle, which worked well in conjunction with the torsion bar front suspension in maintaining both firm handling and cornering stability.

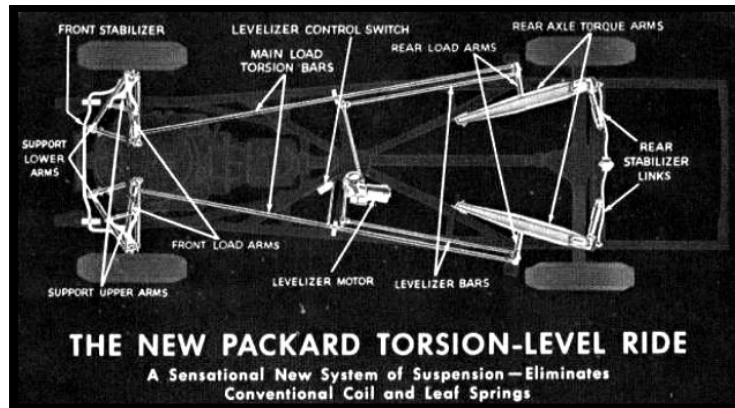
Chrysler had some problems within the first two or three years getting the metallurgy of the torsion bars right, and it wasn't an uncommon occurrence during those early years for torsion bars to break due to metal fatigue. Once this problem was overcome, their torsion bars proved extremely durable over many years of service. One of the excellent features of this system was quick adjustability of the car's ride height. The suspension height could be adjusted by turning a heavy, hardened bolt, which wound-up the torsion bar to increase frame height on either side at the front end. Each model car had an established front and rear suspension height tolerance, which could be easily checked at frame points with the car placed on an alignment rack. Conventional coil springs would lose tension, and once the car began to lose ride height, coil springs would have to be replaced in pairs in order to maintain correct ride height, and proper front end alignment.

Torsion bar suspension systems however, were employed in Europe many years before Chrysler's engineers decided to make use of them.



In 1934, the front wheel drive Citroen Traction Avant was designed with independent front torsion bar suspension and a flexible beam trailing axle, which was also sprung by torsion bars. The Czechoslovakian Tatra cars, designed in the mid-thirties, used four wheel independent torsion bar suspensions and a rear-mounted, air-cooled engine. Also in the 1930's, prototypes of the Volkswagen Beetle incorporated torsion bars in a transverse mounting style. German WWII Panther tanks and some models of the Tiger employed torsion bar suspension systems in the 1940's.

Now Packard's design, designated as "Torsion-Level" ride, utilized a completely different type of engineering approach. This system departed from the conventional wisdom when it came to how the torsion bar springs were employed. Specially-designed torque arms at the rear enable this system to transfer road shock from wheel to wheel, rather than from wheel to frame. This clever employment of conventional longitudinal torsion bars, coupled between the front and rear suspensions provides a comfortable, stable system that would consistently outperform the competition both in ride-quality and handling, providing Packard's premium offerings with a valuable edge over their well-funded competitors.



Much more on Packard's "Torsion Level" suspension in the next installment of Packard Technician's Corner.



2018 Motor City Packards Activities

- January:** No activity planned...
- February:** Sunday, Feb. 25, 1:00 - 4:00 P.M. / Membership meeting at the PPG. "Answering Your Questions about Packard" Joel Ray & Tom Mitchell - Event Coordinators.
- March:** Sunday, March 11, 12:00 - 2:00 P.M. / Tour the Detroit Model Railroad Club in Holly, Michigan. Richard Throop-Event Coordinator.
- April:** Date & Time TBD / Tour the Guardian Building with Lunch at Andrews on the Corner. Art Kirsh - Event Coordinator.
- May:** Saturday, May 19, 10:00 A.M. - 2:00 P.M. / MCP Technical Session at Leo & Jennie Shedden's place. Greg & Ester Petrovich / Dennis & Gail Kuhn - Event Coordinators.
- June:** Sunday June 10, 8:00 A. M. / Cars 'R' Stars Show at the Packard Proving Grounds (90th Anniversary). Tom Mitchell - Event Coordinator.
- July:** Wednesday, July 18, 6:00 - 8:30 P.M. / Tour of the M1 Concourse & MCP Ice Cream Social. Dennis Kuhn - Event Coordinator.
- August:** Aug. 17 - 26, Schedule & Events TBD / 10 Days of Packards Dave Marold - Event Coordinator.
- September:** Sunday, September 16, 9:00 A.M. - 4:00 P.M. / Orphan Car Show. Paul Gallagher - Event Coordinator.
- October:** Sunday, Oct. 21, 12:00 A.M. - 5:00 P.M. / PPG Open House Special Packard Parking. Tom Mitchell - Coordinator.
- November:** No Activity Planned...
- December:** Sunday, Dec. 2, 6:30 - 9:00 P.M. / Annual Dinner (Location TBD) Celebrating the Region's Birthday.



MCP members...

Sadly, it is my duty to inform you that **Eugene (E.J.) Mandziuk Sr.**, a member of our club and long-time Packard enthusiast/collector passed away on October 2, 2017 at the age of 91. It was always a pleasure to meet and chat with him at MCP functions. He added an air of dignity and class to every event. *Solid, dependable and high-quality* are words used to describe Packard automobiles... and the same words also describe E.J. Mandziuk Sr. He will be greatly missed... *Tom Mitchell*

Eugene John Mandziuk Sr.

1926 - 2017



Mandziuk Sr.

Eugene John Beloved husband of the late Marilyn "Bunny." Loving father of E.J. Jr. and Jeff (Lila). Cherished grandfather of Eric, the late Matthew, Alex, J.J. II, Mitchell and Emily. Dear brother of Irene (the late Harold) Johnson. Served in [World War II](#) as a tank driver in the heavy Armored Cavalry. Founder and owner of E.J. Mandziuk and Son Funeral Directors, Inc. established in 1956. Gene served the community for over 60 years and supported several local organizations and charities. Always in a suit and tie, he represented his profession and generation with grace and dignity. Visitation Sunday from 2:00 pm until 9:00 pm at the Warren Chapel of the E.J. Mandziuk & Son Funeral Directors, Inc 22642 Ryan Rd (1 Blok S. of 9 Mile Rd) Visitation Monday from 2:00 pm until 9:00 pm at the Sterling Heights Chapel of the E.J. Mandziuk & Son Funeral Directors, Inc 3801 18 Mile Rd (N.W. Corner of 18 & Ryan) with a rosary at 7:00 pm. Mass of the Christian Burial will take place on Tuesday at St. Mark Catholic Church with an instate at 10:30 until Mass at 11. In lieu of flowers family would appreciate donations to be made to the Kiwanis of Utica Shelby Club. Please share memories at mandziukfuneralhome.com.

M^{EJ} MANDZIUK
FUNERAL DIRECTORS, INC. & SON

I wish to extend my apologies to the Mandziuk family and fellow MCP members regarding the late publication of this notice... This was an unfortunate oversight on my part... Bob Ferrand / Editor.



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

The
Packard
Digest



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.

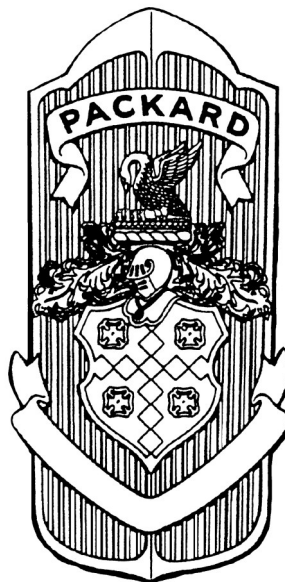
1937 Packard 120 Conv. Coupe: Need complete front seat assembly including tracks, frame, seat cushion & seat back; will consider parts.

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.





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





One For The Sea...

When I was a young man, I enjoyed watching the Unlimited Hydroplane races that were held in various locations in the U.S.A. including in my own hometown, on the Detroit River. Boats from the late 50's through the end of the 1970's were piston engine-powered, with the Packard-built, Rolls Royce Merlin aircraft engine emerging as the power of choice for the most-winning teams on the water. These sleek, aerodynamic boats were painted in high visibility colors, bearing the names of their sponsors like Miss Budweiser & Miss Bardahl, shown below... U-40, nicknamed the "*Green Dragon*" was built in 1958. She won the National Championship in 1963, 1964 and 1965. The team set lap, race and heat records, some of which were not bested for almost a decade.. When originally built she was 30 feet long, 12 feet wide, with a racing trim weight of 6,170lb. She was built with the Allison V12 aircraft engine, but was reworked early in '59 to incorporate the more-powerful Packard Merlin V12 which in the final stages of its development was cranking out some 3000 H.P. She is capable of speed in excess of 180 M.P.H. while literally flying across the water on a cushion of air, only three points in contact with the water... the prop, and the tips of the two sponsons. She leaves a "roostertail" over 40 feet high in the longer stretches of the straightaway. In testimonial to the engine design, she ran a record 57 consecutive heats without engine failure.



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