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# Packard Digest

*"Compiled for Packard Enthusiasts Everywhere"*

***July - August 2018***



Published by  
**MOTOR CITY PACKARDS**  
of Metropolitan Detroit



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**[www.motorcitypackards.org](http://www.motorcitypackards.org)**  
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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





## The Packard Digest

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### From the Editor / Bob Ferrand

On the Cover of this edition is an early to mid-fifties photo of the Packard automobile manufacturing plant located on East Grand Boulevard in Detroit. The building was designed by Albert Kahn Associates, and was considered to be the most modern automobile manufacturing facility in the world when it opened in 1903. Further expansion of the facility was completed by 1911, and the building boasted 3,500,000 square feet of floor area. The factory complex was closed in 1958.



### Welcome New Members

*MCP is proud to welcome (6) new members to our club...*

**Roland J. & Kristyn A. Gray** of Fenton, Michigan. The Gray's own a '37 120-C Touring Coupe. [Roland.John.Gray@gmail.com](mailto:Roland.John.Gray@gmail.com) / (256) 585-7754.

**Thomas M. & Deborah S. Krikorian** of West Bloomfield, Michigan. / The Krikorian's own a 1956 Packard Caribbean convertible. (248) 877-1784 / [Tom\\_krikorian@amemusic.com](mailto:Tom_krikorian@amemusic.com).

**Jerry Purtell** of Linwood, Michigan. Jerry owns a 1940 - 1807 Touring Sedan and also a 1947 - 2106 Touring Sedan [jerry313947@gmail.com](mailto:jerry313947@gmail.com) / (989) 879-4265.

**Joseph F. & Verna F. Seitz** of Linwood, Mi. The Seitz's own a 1917 T6 Phaeton, a 1935 - 1508 Limousine, a 1953 Caribbean and a 1931 - 833 Coupe / [jfspackard@yahoo.com](mailto:jfspackard@yahoo.com) / (989) 879-5248.

**David & Mary Dean** of Lake Orion, Mi. / [daviddean64@hotmail.com](mailto:daviddean64@hotmail.com) / (425) 213-7544.

**Greg & Kathy Kosmatka** of Grosse Pointe Farms, Mi. / The Kosmatka's own a 1934 1101 - 727 Conv. Victoria / [grk129@gmail.com](mailto:grk129@gmail.com) / (313) 300-9177.





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## Director's Comments / by Dave Marold

*Dear Members,*

Summer is almost half over, but we still have some exciting events coming up on our calendar. Please remember “The Ten Days of Packard” runs from August 17 through August 26. If you get your Packard out, please take a picture of it and email it to **Bob Ferrand** / [bobish1@comcast.net](mailto:bobish1@comcast.net) to be included in the **Digest**, and also send a copy to **Kevin Luedtke** / [KTL711@mac.com](mailto:KTL711@mac.com) to put on the MCP Facebook site, and/or **Debra Bennethum** / [debra.bennethum@gm.com](mailto:debra.bennethum@gm.com) to put on the MCP Website.

In September, we have “Boat the Blue” in Port Huron on Saturday September 15. Members who are interested in boats and cars may enjoy it. This is an MCP *encouraged* event which will include the Packard-powered Gar Wood boat. MCP will be participating in the Orphan Car show in Ypsilanti, on Sunday September 16, and there will be a lunch at Maiz Mexican Cantina. Next to Cars’R’Stars, this is probably the largest gathering of Packards in the Detroit Metropolitan area. Check out the schedule in the back of your **Digest**. Other places to check for information on our events are the postal flyers (*if you have the full postal-mail membership*); the email flyers (*if you have provided your email address*); the new and improved MCP Website, [motorcitypackards.org](http://motorcitypackards.org); or the Motor City Packards Facebook Page at, <https://www.facebook.com/MotorCityPackards/>

Many of us are recently back from the 53<sup>rd</sup> Annual Packard Club (PAC) National Meet. If you have not attended one, think about attending next year’s in West Lafayette, Indiana. Bested only by the host club, MCP had the second most members in attendance, and a number of members won awards. I would like to call out **Bob Ferrand**, our **Digest** Editor for winning the Snodgrass award for continuing excellence. We are lucky to have Bob, who does a great job for us. I would like to congratulate members who brought cars and/or won prizes (*see the article on pages 20-23*).

As your Executive Director, I attended the Board meeting of the PAC. While the club is in good financial shape with \$228,000 in assets, membership is declining (*about 50 members per quarter according to the Membership Director*) and is down to 3,358 as of June 30.



## The Packard Digest

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Costs to produce and mail the **News Bulletin** (*12 times a year*) with the June issue being 36 pages, and **The Packard Cormorant** (*4-times a year*), will continue to rise. With a new Member Directory due out next year, which is expected to cost \$12,000 and with other costs increasing, the Board voted to raise National dues effective approximately October 1 from \$40 a year to \$48 or 20%. I recommend you renew before October 1 to avoid the price increase. With over 30 people voting there was only one “NO” and that was me. Why? The board has not investigated a digital option (*email*) for the **News Bulletin** nor explored a change in frequency to keep costs down. I do thank MCP member **Bruce Blevins** for bringing up that suggestion, but to no avail. I feel National club members should be offered a choice of postal or email like we do at MCP.

We do have good news at Motor City Packards regarding our membership. In 2015, we had 190 members... in 2016, 200 members... and in 2017 we finished with 202 members. Each year MCP has lost members who have died, become unable to attend our events, or just lost interest. In 2018, we lost 18 members, (*almost 9%*), and that was bad news. However, we added 36 new members (*almost 18%*), for a net increase of 18 members to 220, or almost 9%! How did we do this? We wrote PAC members in Michigan who were not MCP members, and got (8) new members. I would like to single out Membership Director, **Tom Mitchell**, for this excellent accomplishment. We also added two new membership options this year that were popular... both are all-digital (*email*). One is a \$5.00 new member option for the first year, and the other is a \$15.00 all email option. We still have our postal mail option, which is what the majority of members chose. While our postal costs for mailing the **Digest** have gone up almost \$2.50 per member (*due to falling print volume*), we had to switch to first-class postage from standard-rate postage. Although this amounts to more than a 10% increase in costs per print member, the MCP Board is trying to keep the dues the same. We will be addressing this at our September Board meeting. Your thoughts and opinions are encouraged. Please let any of the board members know your thoughts.

Despite not having the greatest weather on the second Sunday in June, the Cars'R'Stars event at the Packard Proving Grounds had an

*continued...*



excellent turnout of the featured cars... Packards, and the event was judged a success by all who attended. Most, or all of the funds MCP receives from the event are given to the Packard Motor Car Foundation at our annual meeting/banquet in December. It takes great leadership, and a dedicated team to execute this event, and I would like to thank all the MCP members for volunteering, with special thanks to Tom Mitchell for heading up this great event once again.

On June 24, MCP endorsed the 1<sup>st</sup> Wings & Wheels event at Willow Run in support of the Yankee Air Museum. It was an amazing event with many cars, and even a B-17 bomber taking people for rides. I'd like to thank **Kirk Seaman**, our Assistant Editor, and author of the 'Ask the Man Who Owns One' articles, for bringing this to our attention. Please see details and pictures on pages 16-19, in the article.

On July 25, we had the pleasure of visiting the M-1 Concourse, and member **Bill Golling's** spectacular private garage, giving us an opportunity to see some of the cars in his collection, during our annual ice cream social. Access to private garages and collections is one of the great benefits of being a member of MCP, and we had over 130 registrations... *a record for this type of event*. There will be a write-up, with pictures of this event in the next issue of the **Digest**, but because I was able to include some last minute edits to my Director's Comments, I am able to mention this now. A big thank you to Bill Golling for his generosity in sharing this great experience with our club, and also **Dennis Kuhn** and the Activities' team led by **Dave Dolby** for executing this fabulous event.

Thanks for your membership and support. I hope to see you, or your pictures during the Ten Days of Packard (*August 17-26*), or at the Orphan Car Show on Sunday September 16th. If you have any suggestions, or are interested in volunteering or serving on the Board, please contact me at [dmарold@gmail.com](mailto:dmарold@gmail.com) or call me at 248 349.0094.

**P.S.:** Just yesterday we confirmed our November event, so please mark you calendar for Sunday November 4, when we will have a membership meeting for some of our outstate, and western suburbs members in Charlotte, Michigan (*near Lansing*). We are thankful for **Zach Dillinger** taking the lead on this, in conjunction with **Dave Dolby** and the Activities Committee. Watch for details in the next issue of the **Digest** and in your mail/email in September. / *Cordially, Dave Marold.*



## The Packard Digest

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*Latest Update on...*

### **“The Ten Days of Packard” August 17-26, 2018**

*By Dave Marold*

**T**he goal of the Ten Days of Packard, is to free Packards from their garages, and allow the world to see them. We hope members will drive them wherever they want, and will send pictures to be posted on our website, Facebook page, in the National Club’s News Bulletin, or in the Digest. You could consider these “Do it Yourself” (DIY) Packard tours if you want. Craig Handley, PAC President is going to take his Packard to the cemetery in Bellaire where James J. Nance is buried, and take a photograph there. I am going to take ours to Depot Town in Ypsilanti, for Cruise Night on Thursday, August 23<sup>rd</sup>. <http://ypsiautoheritage.org/events/Thursday-evenings-depot-town-cruise-nights/> The idea here is to **get your Packard out...** whether it is just you, or you with family and friends. In the meantime, please email me at [dmarold@gmail.com](mailto:dmarold@gmail.com) or call me at 248 349.0094 with any questions.

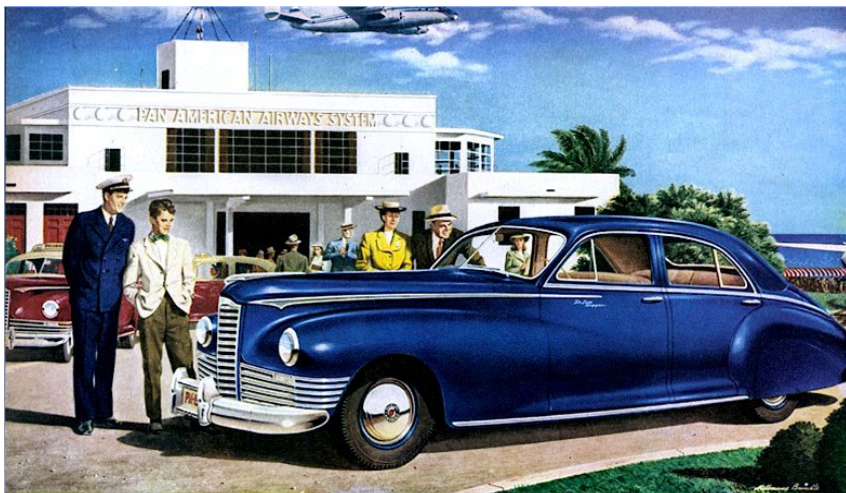
The kick-off event, ‘Ten Days of Packard’ is on Friday, August 17, (*the day before the Dream Cruise*). This event was planned with three optional parts. *The first part...* signing up to drive your Packard in the Berkley CruiseFest is now closed. Details of the remaining options are shown below:

1. *For members wanting to watch the 400-car parade, there will be viewing next to the Dairy Queen at the intersection of Royal Avenue and 12 Mile Rd. at 3491 12 Mile Rd., Berkley at 6:00 p.m.*
2. *For members wanting to meet for refreshments after the parade, we will meet at L. George’s Coney Island, 26799 Greenfield Rd., Southfield 48076 (SW of Greenfield and 11 Mile Rd)*

***We hope you can take part in this new and exciting event to showcase Packard!***

Contact **Roger Swantek** [roger.swantek@gmail.com](mailto:roger.swantek@gmail.com) or 586 630.8621 with any questions.

**NOTE: The Packard Plant Walk-Through scheduled for Saturday, August 26 has been cancelled, due to the recent resignation of our coordinator at the Packard Plant...**



Two star performers: the globe-girdling Pan American Clipper and the beautiful new Packard Clipper.

No matter how you look at it—here's

## AMERICA'S No.1 GLAMOUR CAR!



*"See how those fade-away fenders blend right into the body!"*

Yes, the new Packard has *real* fade-away fenders. They're not just "tacked on." That's one of the exclusive features that makes it "America's No.1 Glamour Car!"



*"Look at the headroom! How do they do it, with such low, rakish streamlining!"*

That's an achievement made possible by Clipper functional design. Beauty, yes,—but beauty which performs some useful function. Even for rear-seat passengers, this is "America's No.1 Glamour Car!"



*"What stunning interiors and lovely fabrics!"*

When you sit inside the new Clipper, you almost expect to find a "custom-built" label. That's one of the big reasons why women, especially, recognize it as "America's No.1 Glamour Car!"



*"Wait till you see the straight-right engine under that hood! It's super!"*

If you want still more reasons why the new Packard is "America's No.1 Glamour Car," listen to the comments of the younger generation. The youngsters, as usual, know all the answers.

See the new

**PACKARD**  
*Clipper*

Why so many Packard owners say:

**"PACKARD IS A GOOD COMPANY TO DO BUSINESS WITH"**

Because Packard has always believed in building cars up to a standard—never down to a price . . .

Because of a 46-year reputation as master motor craftsmen—builders of America's most beautiful cars . . .

Because the Company takes a genuine interest in every Packard owner—year after year, car after car . . .

Because Packard dealers are the kind of men Packard owners like to do business with.

★ ASK THE MAN WHO OWNS ONE ★



### ***May Tech Session – Rainy Morning can't wash away MCP FUN!***

***By Dennis Kuhn***

Saturday, the 19<sup>th</sup> of May started as a rainy day for our annual Motor City Tech Session. Scheduled a month later this year, to assure a better weather chance (LOL), we returned to **Leo and Jennie Shedden's** 10 acre place, west of Ann Arbor. Mother Nature of course, always has her own plans for us. Considering the start, our hearty members turned early gloom to sunshine. We can always count on MCP'rs to adjust when Packard numbers are down. As often happens, the agenda quickly shifted to sharing stories around food.

Thank you Leo and Jennie! Jennie supplied and managed plenty of delicious food, while members brought their special dishes to pass. Beginning at 10 AM with coffee and pastry, this intended "tech session" was centered on a few V8 Packards that were too ill to make their appointments. We did make the best of it, as there's always something, even Packard, to discuss.

This year's blue jacketed tech doctors were **Bob Ferrand, Dennis Nordstrom, Greg Petrovich** and **Joel Ray**. They were aided by many who have varying opinions on most auto related maladies. It was a wonderful exchange of ideas along with the usual *one-upmanship* humor. All told, we had ***five Packards on display... and 46 folks to admire them***, feasting and enjoying each other's company.

The host Shedden collection on display consisted of a '37 Packard Six tour sedan, a '50 F-3 Ford pickup and several '58 John Deere tractors. It's evident that Leo has wonderful memories of his dad's Pennsylvania farm in the fifties.

Other Packards attending, were the:

**Randy Burns '55 Clipper Panama**

**Wayne Funk '24 7-pass Tour'g.**

**Graham Kozak '51 200 Dlx. Sed.**

**Joel Ray & Sue Cleereman '56 - 400**

*continued...*





We welcomed new members **Curt Fischbach** and **Dirk Van den Muijsenberg**. It's good to have new faces in our Club, and we hope they enjoy Motor City Packards.

Thanks again to Leo and Jennie for their hospitality at “**Sheddens' Orchard**” and all who attended, especially those bringing beautiful Packards and delicious dishes. I also thank **Gail Kuhn** and **Esther Petrovich** for helping with the food coordination, and **Tom Mitchell** for parking assistance. If you missed it, know that we had room for more. Maybe you'll join in at next year's Tech Session.



*In spite of the threatening morning weather, several nice Packards were driven to the event...*

*An excellent lunch was provided for all attendees...*



*Photos continued on next pages...*



## The Packard Digest

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*Many thanks to our gracious hosts, Leo & Jennie Shedden for making their beautiful home and property available to MCP members for this event...*

*MCP members enjoy a hearty lunch and good conversation at our 2018 Annual Technical Session Event...*



*Randy Burns arrives in his attractive two-toned '55 Clipper Panama...*



*Leo & Jennie Shedden's '37 Packard-Six Touring Sedan & '50 F-3 Ford Pickup were on display in their garage...*



*Bruce Blevins & Tom Mitchell seemed well satisfied with at least the lunch portion of the program...*

*Kathy Mitchell, Gail Kuhn & Jennie Shedden relax after working hard to manage the luncheon...*







### *Cars 'R' Stars - 2018 at the Packard Proving Grounds*

*By Tom Mitchell*

After months of preparation and planning, the traditional second Sunday of June was here. Our PR professional did her job very well, as our show had been featured in print, on TV and radio during the weeks preceding the big day.

As always, the only unknown factor was the weather which mostly cooperated. It was fairly warm and not raining first thing, but still somewhat cloudy with a faint threat of precipitation in the air. We were worried that many show cars would never leave their garages. However, in spite of the dreary sky there was a very good turnout of 290 show cars. The pedestrian gate was also very busy, success further evidenced by the two public parking areas filled to near capacity. For the second year in a row, the new additional parking area south of the property was fully occupied all afternoon. An estimated 2,900 guests enjoyed the Historic Site and all the cars that day.

This year in honor of the 90<sup>th</sup> year of the Packard Proving Grounds, our feature car was Packard. A serious effort led by **Dennis Kuhn** and **Bruce Blevins** produced a display of 15 Packards which highlighted many of the most important technical and design advancements brought to the market by Packard through the years. This “**Story of Packard**” was told in detail by the Feature Car display at the east end of the center median where visitors would see them as they first walked in. An additional 19 Packards made a very impressive group in the courtyard. Our thanks to Motor City Packards members who generously provided the following cars for the Feature display:

<u>Year</u>	<u>Packard</u>	<u>Owner</u>
1908	4-30 (7-Pass. Touring)	<b>Dan Sommer</b>
1930	734 Speedster - Eight	<b>Ted &amp; Mary Stahl</b>
1933	1002-613 Sedan	<b>Bruce Blevins</b>
1935	120 Sport Coupe	<b>Ed Krupinski</b>
1937	Super 8 Formal Sedan	<b>Roger &amp; Donna Swantek</b>
1939	12 - Rollston Town Car	<b>Neal &amp; Lois Porter</b>
1940	8 - Durham Conv. Sedan	<b>Richard Kughn</b>
1941	120 Hercules Station Wagon	<b>Richard Kughn</b>



<u>Year</u>	<u>Packard</u>	<u>Owner</u>
1941	Deluxe Eight Conv. Coupe	<b>Charles &amp; Reyna Columbo</b>
1948	Custom Eight Sedan	<b>Roger &amp; Beverly Melton</b>
1955	5562 Clipper Custom	<b>Larry Telles</b>
1956	5762A Executive Sedan	<b>David &amp; Maureen Dolby</b>

One Feature Car, the 1916 Twin Six Touring, on loan from the Detroit Historical Society collection, was shown inside the Tank Test building next to Leon Duray's Miller Special race car. The Miller is on loan from the Indianapolis 500 Museum. Packard arranged to ship this car up to the PPG after the 1928 INDY 500 race, where it won the pole but was unable to finish due to an overheating problem. Duray and his Miller Special did test laps on the PPG test track on Grand Opening day, June 14, 1928, setting a world speed record for a closed track.

Cars 'R' Stars @ PPG for 2018 was a great success, due in large part to the hard work of 75 dedicated volunteers from Motor City Packards and the PPG staff. Our show could not be presented without these dedicated volunteers and the additional help from VMCCA and the Corvette Club, whose volunteers made it possible for the essential tasks of registration and courtesy transportation to run smoothly.

As Chairman, I recognize that the team is responsible for the show's success. Our Core Team of Bruce Blevins, Ruth Cheshire, **Dave Dolby**, Dennis Kuhn and **Don Sommer** have spent many hours each of the last 9 years planning for the annual one-day show, ironing out problems and then working all day executing the plan on the second Sunday each June. In addition, Department Mangers **Paul Gallagher**, **Roger Luksik**, **Leo Shedden** and **Dennis Olivieri** bring their considerable skills to bear on the challenges of Treasury, Public Gates, Show Car Parking and Public Parking.

As in prior years, I owe a huge THANK YOU to all who contributed their time and skills. Don't forget we need you again in 2019. If you haven't been able to offer your help so far, please consider volunteering next year. Mark your calendars for next year's show: Sunday, June 9, 2019. I hope we can welcome you aboard as a new volunteer. Believe me, you'll have fun!

*Photos on following pages...*



***Photos from the 2018 Car's 'R' Stars event at the PPG...***

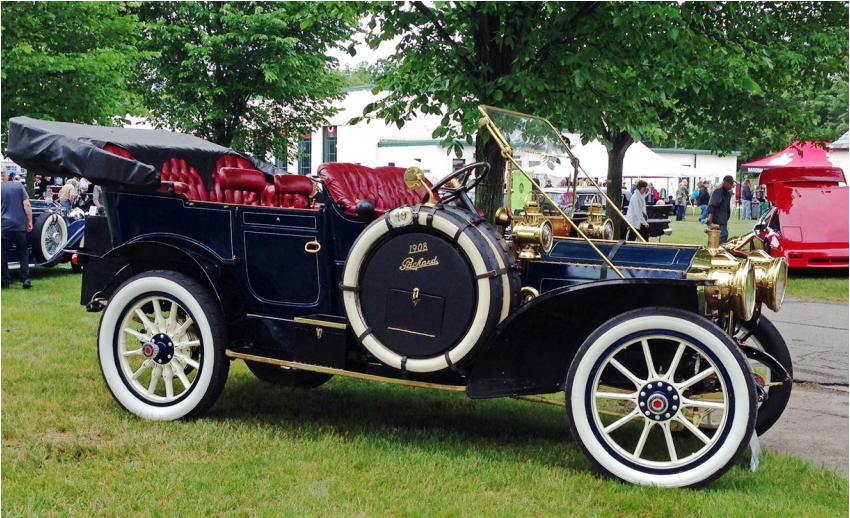


***Interesting  
aerial photo-  
graph of the  
Cars 'R' Stars  
event provided  
by Roy Rodg-  
ers of Pano-  
ramic Visions  
LLC. Aerial  
Photography.***



***The Miller Special race car established a new closed track world speed record at the Packard Proving Grounds on June 14, 1928.***





*Dan Sommer brought this very neat 1908 Packard 4-30 (7-pass.) touring...*

*Popular '55 - '57 Chevrolets were in attendance along with a myriad of other interesting automobiles at this year's Cars 'R' Stars event...*





### Wings & Wheels

By Dave Marold



On Sunday, June 24, the first Wings & Wheels event was held at the historic Willow Run Airport in Ypsilanti to benefit the Yankee Air Museum. MCP's Assistant Editor **Kirk Seaman** assisted the committee that put this event together. Both Bob Lutz and Bill Milliken, Jr., lent their names and support in selecting cars. While this was not an official MCP event, it is an event endorsed by the MCP Board of Directors.

More than 25 airplanes were on hand, headlined by the Yankee Air Museum's World War II era B-17G bomber, *Yankee Lady* (pictured above). Rides were available for purchase on the B-17 as well as in the museum's open-cockpit Waco biplane. Jack Roush brought one of his P-51 Mustangs with the Packard-built Merlin V-12 engine.

Over 60 cars from the 20s to the 60s participated, including about a half-dozen Packards, some from out of state. MCP members who brought cars or were seen attending included **Randy Burns, Lee Jacobsen, Chris, Erick, and Dave Marold, Kirk Seaman and Tom and Sally Skunda**. Apologies to anyone whose name I might have missed. Each person driving a car had a close-up photo taken with their car and the B-17. The weather was clear and in the high 70s to low 80s, so it was a perfect day for cars, planes & spectators.



*One of Jack Roush's Packard-Merlin powered P-51 Mustangs...*



*Tom Skunda's  
1937 Packard 120  
CD Sedan...*

*Lee Jacobsen's  
1947 Packard  
2126 Touring (8  
-passenger)...*



*Erick & Dave  
Marold's '56  
Packard Caribbean  
Convertible...*





*Wings & Wheels photos continued...*



*Top: Randy Burns' 1955 Packard Clipper Panama...*

*Below: A pretty 1929 Packard Phaeton from Indiana...*





*Boeing B17-G Flying Fortress / Yankee Lady...*





## ***The Packard Club 53<sup>rd</sup> Annual National Meet - Columbus, Ohio***

*Contributed by **Dave Dolby, Dennis Kuhn and Dave Marold***

**M**otor City Packards had 34 members and family in attendance and 7 members brought at total of 8 Packards. We were the largest group other than the host club, Buckeye Packards. **Bob Fer-rand, Digest Editor**, won the Snodgrass Award for Continuing Excellence. Members bringing cars are listed below with their cars and the awards they won.

**Dr. Charles Blackman**, '37 / 2-4 coupe (**2nd Place**), '47 / 7-pass.  
- Sedan (**3rd Place**)

**Bruce Blevins**, '33 / 613 Sedan (**1st Place**)

**Dave & Maureen Dolby**, '56 Executive (**2nd Place**)

**Dani Homrich**, '37 Convertible Victoria Dietrich (**1st Place**)

**Graham Kozac**, '51 / 200 (Display only)

**Joel Ray & Sue Cleereman**, '56 / 400 (Display only)

**Dick & Connie Roth**, '46 Super Touring Sedan (**2nd Place**)

The meet was attended by members from California to New York and as far away as Brazil. It was well organized and offered a wide variety of events from tours of private auto collections; museums (air, military and America's Packard Museum); lectures; a concert with fireworks; a covered bridge tour; an awards banquet and a popular swap meet run by member Joel Ray. The headquarters hotel, the Marriott Northwest Columbus in Dublin was conveniently located, exceptionally well-priced for a 4-5 star hotel and very popular.

Next year's meet will be run by Wabash Valley Packard and held in West Lafayette, Indiana from July 20-27. This is a very well run growing region of PAC and it should be an excellent meet.

*continued...*





*Photos from 2018 PAC National Meet... (provided by Dave Marold)*



*Dani Homrich's 1937 Packard Victoria Dietrich...*

*Dave & Maureen Dolby's 1956 Executive Sedan...*



*photos continued...*



***Photos / 2018 PAC National Meet... (Dave Marold)***



***Charles Blackman's '37 Packard 12cyl., 2-4 Coupe...***

***Bruce Blevins' 1933 Packard 1002-613 Sedan...***







*Joel Ray &  
Sue  
Cleereman's  
'56 Packard  
400...*



*Dick & Connie  
Roth's '46 Custom  
Super Sedan...*

*Graham Kozak's  
'51 Packard 200  
Deluxe Sedan...*





### *Packard* Ask the man who owns one... By *Kirk Seaman*

I'm a fourth-generation full-fledged car guy. My dad and all my uncles—on both sides of the family—worked for GM. My dad's dad owned the Texaco gas station in my hometown of Byron, Michigan, and his dad before him; my great-grandfather started the harness and tack shop before that. Gasoline is in my blood, as Bill Mitchell used to say.

I've always wanted a Packard. It started with the 1979 miniseries, *The Last Convertible*, which featured a 1939 Packard convertible. The flames of desire for Packards were fanned further when I rode along with my uncle, Bob Stork, when he test-drove the 1941 Model 1907 Custom Super 8 One-Eighty formal sedan he bought from Henry Seitz in the early 1980s. I can still recall looking out over my uncle's right shoulder and down the long hood at the end of which the cormorant was perched. Magical.

As I got older, I started to look around for a 1947 Clipper. I liked the fact that 1947 was the year my dad was born, and I liked the idea of the postwar boom fueling the original purchase of such a car. The fact that the CCCA considers this car to be the last full Classic© also appealed to me.

So when I got the email from Auctions America advertising a 1947 Custom Super Clipper Model 2126 7-passenger sedan offered at no reserve at the Auburn auction last September, I knew it was now or never. The car was being sold from the Richard Kughn collection; that provenance gave me even greater peace of mind, as Mr. Kughn's reputation for great cars is legendary. I lined up the money and registered to bid by phone. Came the day of the auction, it turned out there was only one other bidder interested. I clearly wanted it more than they did, because once the dust had settled, the car was mine.

When it arrived, I was blown away at how pristine the car was. I believe it had been repainted and re-chromed, because the condition of both was stellar.



The interior was essentially like new; the only sign of wear was on the driver's armrest and a tiny tear on the seat. The car made its debut at the Orphan Car Show in Ypsilanti. The very first people I met were **Joel Ray** and his lovely wife, **Sue**. Then came **Larry Telles**, who immediately helped me diagnose the hot-start issue I was having (*he dialed back the pressure on the electric fuel pump*). Next up was **Dennis Kuhn**, then **Vince Geraci**, and finally **Dave Schmick**. I was thrilled, because being able to meet great people such as these was the very reason I had bought the car to begin with.

I've been working steadily on getting the car back in condition for extensive touring. I plan on taking the car to as many events as I can later this summer, and in September I hope to be able to drive out to Lake George, New York, where Hemmings is sponsoring a concours. I'm looking forward to meeting more members of the Motor City Packards Club, so if you see me at the next event, please come up and say hello!



*Front & Rear views of the  
'47 Packard Clipper...  
These big, long-wheelbase  
cars offered excellent  
seating comfort and ride  
quality...*





## *The Packard Product...*

*By Ed Ostrowski*



### *The Volume 'Texture'*

Courtesy of Packard's own production reporting and the excellent Kimes/Automobile Quarterly Packard History, it's possible to gain an understanding of the 'texture' of Packard's total production between 1899 and 1958. Here are some 'Did You Knows':

In total, Packard (and Studebaker-Packard) built around 1.61 million Packard-branded cars over 59 calendar years.

The post-war production period comprised 13 calendar years – 11 in Detroit and 2 in South Bend – or 22% of Packard's 'life'. However, this same period accounts for 45% (715K units) of the cumulative vehicle production.

Packard's move down-market in 1935 naturally impacted the volume profile. The 1935-58 period represents 41% of Packard's 'life', but it accounts for 77% (1.23 million units) of the cumulative vehicle production.

Packard pioneered volume production of straight eights, and built straight eights longer than any other manufacturer (1923-1954). Unsurprisingly, straight eights represent 65% of the cumulative vehicle production (1.04 mil units).

Introduction of the low-priced Packard Six (115-C) in 1937 led to the all-time calendar year production peak (122k units). Offered from 1937 to 1950 (taxi and export only in 1948-50), production of the 'modern' six-cylinder totaled 263K units, representing 16% of cumulative vehicle production.

The early Twin Six and the later Twin Six/Twelve represented Packard at its pinnacle. 41K units were produced, representing just under 3% of cumulative vehicle production.

The Packard V8 enabled the company to regain product competitiveness in the mid-1950's. Total Packard V8 production was 84K units, representing about 5% of cumulative vehicle production.

*continued...*





The Studebaker-based cars of 1957-58 maintained a Packard presence in the market, but were insignificant from a volume perspective. 1957-8 volume totaled 7,431 units.

Today, Packard means many things to different people – pre-war luxury, powerful and majestic Twelves, torque-rich straight eights, ‘affordable’ sixes, innovative V8’s, and (for some) *the Packardbakers*. As you can see from the numbers, these perceptions are, unsurprisingly, sometimes very disproportionate to their volume contribution. That’s what ‘image’ – good and bad -- is all about.



*Throughout Packard’s automobile manufacturing history, product quality remained their forte...*





# Packard

## Technician's Corner

By Bob Ferrand



Occasionally, I browse through some of the Packard Service manuals in search of interesting information. I recently came across some items of interest that I will share with you now...

**Low Speed Miss - 120C (1-1-37)** There has been some comment about a low speed miss in the 120C motor, particularly on early shipments. This was blamed on the 10mm. spark plugs by most servicemen throughout the country because it was one of the few changes on the 120C from the previous models.

We realize that many of the early cars were shipped with broken porcelains which naturally would cause a miss, and could be corrected by changing spark plugs.

We have recently discovered that the coils, on the 120C only, have been wound without regard for polarity. While this is not important in the case of the larger plugs, it is found that the 10mm. plugs develop a polarity of their own, and if the plug polarity opposes that of the coil, the resistance in the plug is greatly increased.

All coils are now being wound with the proper polarity, but it may be necessary to change the coil in an early car in order to overcome the low speed miss, particularly where the spark arcs over the outside of the porcelain.

The new coil is marked with a streak of red paint on the inside of the bracket, starting in the neighborhood of motor No. 110600. Please remember that the polarity of the coils on the Six and the Super Eight has always been correct. This refers only to the 120C.

To determine whether the coil on the 120C is correct, disconnect one of the spark plug wires and fasten it to a 14mm. plug with the plug lying out in the open on top of the cylinder head. Open the gap wide, and with the motor speeded up watch the spark jumping across the electrodes. (The larger plug is used because the spark can be more readily studied.)

*continued...*



If the polarity of the coil is incorrect, the bright end of the spark will be found at the outside or ground electrode, and the end at the center electrode will be dead, or dark in color. If the polarity is correct the end of the center electrode will show a distinct glow. A used, rather than new plug is best for this test, because the rounding of the end of the center electrode will hold the spark at one point.

Of course, not all low speed miss is caused by the coil, and the coils should not be changed until you definitely know that this is the cause.

The most important thing to check in any case of irregular low speed performance on any model is the proper operation of the manifold heat control valve. This should be checked for free operation and proper adjustment in any case of poor motor performance. It is our experience that it is best to check the operation of this valve with the motor hot, as the valve may be perfectly free and may operate properly with a cold motor, and be inoperative with a hot motor.

First, see that the valve is not sticking in the bushings and operates freely by hand. The spring tension should close the valve with the motor standing when it is hot, which of course, will show a stiff spring tension with the motor cold.

For the motor to operate properly at low speeds, the heat control valve, when hot, should work with the opening and closing of the throttle. We cannot emphasize too much the importance of this adjustment. Check it in any case of improper motor performance.

Sticky valves, as you know may cause a low speed miss; improper carburetion may also cause a low speed miss; improper tuning of the ignition as far as the distributor is concerned; spark plug gaps, etc., may be the answer. In other words, be sure that the motor is properly tuned before deciding that the trouble is with the coil.

Coils which are removed because of their polarity should be returned to us. Coils removed for any other reason should be handled through your authorized Auto-Lite service station in the usual way.

*This is good information, provided by Packard service techs and engineers exactly during the time frame when these cars were being produced. I hope that you enjoyed this brief installment of Packard Technician's Corner. More to come in your next Packard Digest.*



## ***2018 Motor City Packards Activities***

- August:** Aug. 17 - 26 / 10 Days of Packard - Kick-off Event: Berkley CruiseFest / Friday, 8 / 17 5:00 - 8:00 P.M. Roger Swantek - Event Coordinator / Remaining events TBD / Dave Marold - Coordinator.
- September:** Sunday, September 16, 9:00 A.M. - 4:00 P.M. / Orphan Car Show in Ypsilanti / Paul Gallagher - Event Coordinator.
- October:** Oct. 14-19 / 11th Henry Joy Tour in the hills of Southern Indiana Sunday, October 21, 12:00 - 5:00 P.M. / PPG Open House - Special Packard Parking. Tom Mitchell - Event Coordinator.
- November:** Sunday, November 4 - Time TBD / Membership meeting & Open discussion of Packard History with Ed Ostrowski. Zachary Dillinger - Event Coordinator.
- December:** Sunday, Dec. 2, 4:00 - 8:00 P.M. / Annual Dinner at the Lakes of Taylor Celebrating the Region's Birthday. / Art Kirsh - Event Coordinator.







## Additional MCP Encouraged Events

These activities are not organized by MCP, nor are they official MCP Activities, but are activities that our members may be interested in, and an MCP member will be the point of contact to answer your questions. The MCP Board will be developing a policy on non-MCP activities based upon recent input received from the Activities Committee, but for now please consider these:

### **Boat the Blue - Saturday, September 15, Port Huron, Michigan**

*By Graham Kozak*

The 2018 Antique and Classic Boat Society's International meet is fast approaching; over 100 classic wood and fiberglass watercraft are expected to gather in Port Huron this September 9-15. We'd like to invite Motor City Packard members to drive up in their Packards on Saturday, September 15 to enjoy a fun day in the beautiful Blue Water Region.

There is no charge to spectate the boat show, and there's no charge to park and display your vehicle at what we hope will be a fun, low-stress informal showing. This will not be an official MCP event, but it will raise awareness of Motor City Packards. You might even get a boat ride out of it.

Contact Graham Kozak at [grahamkozak@gmail.com](mailto:grahamkozak@gmail.com) or via phone at **(313) 580-4096** if you're interested in attending on Saturday, September 15. Visit [BoattheBlue.com](http://BoattheBlue.com) for more information.





### *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](mailto: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](mailto:pmularoni@hotmail.com)

**1938 Packard Super Eight Convertible Sedan.** Model 1605. Body #1143. 139" wheelbase. Extra clean older restoration with a newer top. This car has been known on the show circuit as "Big Red" and features a red exterior and tan leather interior. The Packard Club lists only six of these cars as surviving. Engine #A501673. Engine will need a minor repair on the top of the block. The

head is off for inspection. This is a rare opportunity to own a massive Packard four-door convertible for far less than the cost of a concours restoration. The price reflects the engine repair to be completed by the new owner. \$95,000. Car is available for inspection at the Packard Proving Grounds. Call Alec at (586) 201-1095.

#### **PARTS FOR SALE**

##### **PRE WAR PARTS:**

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### 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](mailto: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](mailto:blevinsb33@aol.com).

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

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**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](mailto: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](mailto:DSKoffel@aol.com) or call 248-363-5239 (MI), or 419-433-4410 (OH).

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**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](mailto:blevinsb33@aol.com)



## The Packard Digest

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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).

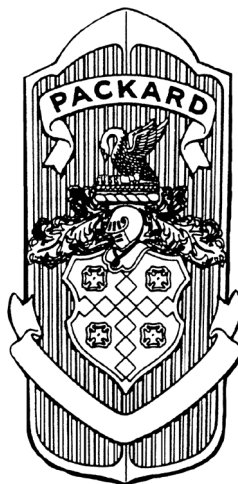
**Wanted: Packard Service Counselors.** Buy or trade to complete my collection. Neal Porter (248) 693-1907 or (248) 693-2648

**Wanted: '35-'37 Packard 120 4-Door Sedan.** / Must be in good to excellent condition. Leo Shedden (734) 646-0882

**Dock and Bay Aerial Photography:** Stunning perspective not available from ground level photography / See some exciting examples of our work at [dockandbay.com](http://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](http://www.dockandbay.com) or call Keith & Debbie Redlin at (248) 881-2861.

**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.



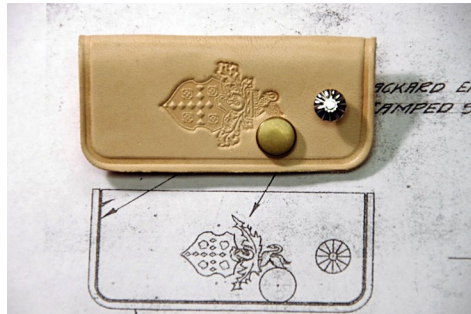




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## *One For The Road...*

*It's a very sad commentary that we've allowed our once proud and progressive country to be systematically destroyed by a small percentage of people who are regressive, and completely without pride in themselves, their country and their communities. We need to end our willingness to tolerate this outlandish criminal behavior, and start implementing much stiffer punishment for those who would destroy or deface property in our cities. We do not have to tolerate this criminal behavior any longer... Editor*



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