

Old Dominion Packard Club
Newsletter July 2017 August 4th Issue



Eighth Series 1931 840 Custom Eight Phaeton - Two-tone scheme, factory mounted rear-view mirrors on the fender lights, spare tire covers, and fancy tires.

Photos are courtesy of the Packard Motor Car Foundation

24th Series 1951 Patrician, probably taken at the Proving Grounds



Our 60th Year
1958 - 2017



The Old Dominion Packard Club was founded in 1958 to preserve and enjoy Packard motor cars and the interesting and diverse history of the Packard Motor Car Company. The idea sprang from the mind of Herb Hulvey. Postcards were sent to all known Virginia owners of Packard motor cars proposing the establishment of a club, devoted to the Packard marque, since it was clear that Packards would no longer be built. The Club is independent and not affiliated with any other organization. The Club holds two functions a year, a Spring Tour and the Fall Judging Meet. The Spring Tour is held the 4th weekend of April, and the Fall Judging Meet is held the 4th weekend of October. Annual dues are \$20.00. Quoted from the ODPC website.

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District Representatives: Glenn Koogler, western & southwestern VA; Blair Hildebrand, VA South, Jon Hatfield, central VA; Bob Woolfitt, SE VA; Lynn Rogerson, northern VA and Maryland & Period Dress

Deadline for submission to the 5th Issue / September-October, is September 10

Aug	3-5	Macungie, PA	Das Awkscht Fescht
	6	West Friendship, MD	Collector Car Show, AACA Chesapeake Region
	20	Pebble Beach, CA	CCCA Annual Concours d'Elegance
Sep	11-14	Altoona, PA	The Packard Club's 10th Henry Joy Tour®
	16	Manassas, VA	42nd Edgar Rohr Memorial Antique Car Show, AACA Bull Run Region
	17-22	Hastings, NE	71st AACA/AAA Revival Glidden Tour® pre-1943
Oct	3-6	Hershey, PA	AACA Eastern Division National Fall Meet
	26-28	Staunton, VA	ODPC 60th Fall Tour (no judging)
Apr	26-28, 2018	Edenton, NC	ODPC 60th Anniversary Spring Meet (NEW)



19th Series 1941 Clipper, disguised as a clay model, in the showroom studio of the Herron-Zimmers Moulding Co. at 3900 E. Outer Dr., Detroit, just two blocks from the Briggs Manufacturing Co. HZ made the stainless steel mouldings that adorned many makes of automobiles. They also provided design services, with this model showing their concept of what the mouldings and other bright work on a 1942 Clipper might look like. Photo identification and caption provided by former Briggs and Chrysler Designer, Bill Robinson. Photo courtesy of the Packard Motor Car Foundation.

Charles J. Glidden and The Glidden Tour

The Glidden Tours[®], also known as the **National Reliability Runs**, were promotional events held during the automotive Brass Era by the American Automobile Association - AAA. The AAA, a proponent for safer roads, acceptance of the automobile and automotive-friendly legislation, started the tour to promote public acceptance and bring awareness of their goals.

The original Glidden Tours were held from 1904 until 1913. They were named after Charles J. Glidden, a financier and automobile enthusiast, who presented the AAA with a trophy first awarded to the winner of the 1905 tour. At the turn of the century automobile travel was difficult as the road systems around the world were generally not well suited for the horseless carriage. To bring more awareness and sponsorship to the event, the AAA announced that the tour would be a "reliability and endurance" tour, a type of road rally. This attracted auto-mobile manufacturers who competed to test their vehicles and use the events for advertising.

← Charles Glidden & Henry Joy look-a-like in a ?, c1912



Glidden Trophy →

Tours were grueling events: cars broke down, were damaged by accidents, and encountered nearly impassable roads.

Drivers and teams did repairs on the run and helped other drivers having difficulties. The tours went several hundred miles in the US and occasionally into Canada with time limits between check points and a point scoring system to determine a winner of each event. The time limits caused some problems with the inhabitants of where the tour traveled through as autos scared horses, caused personal and property damage and sometimes appeared to not care.

Revival The Glidden Tours were revived in 1946 by the Veteran Motor Car Club of America (VMCCA) and have continued since* with antique cars traveling pre-marked routes and stopping in local towns to show off their vehicles, many people dressed in period costume. The coveted silver Glidden trophy is still presented to the winner of the event although the treacherous travel of the early tours is rarely if ever encountered today.

*alternating between VMCCA and AACA sponsorship, in conjunction with AAA



Charles Jasper Glidden (1857 – 1927) was an American telephone pioneer, financier and supporter of the automobile in the United States. Charles Glidden, with his wife Lucy, were the first, in 1902, to circle the world in an automobile, and repeated the feat in 1908. His photograph is on the top of the next page.

Glidden was the adopted child of Nathaniel Glidden and Laura Clark. He came from a family that had arrived in America by 1664. His professional career began at the age of 15. At 20, he was Branch Manager for the *Atlantic-Pacific Telegraph Company*. He recognized early the potential of the phone together and experimented together with Alexander Graham Bell with telephone connections over the telegraph lines. Glidden funded the construction of telephone lines in Manchester, New Hampshire and was the first to recognize that the female voice was more suitable for the early telephones than the male. Accordingly, he hired women as telephone operators. The telephone exchange, which he had



initiated, grew to a syndicate, which, amongst others, covered the U.S. states of Ohio, Minnesota, Arkansas and Texas. The first long-distance telephone connection (from Lowell, Massachusetts to Boston) was established on his initiative.

On 10 July 1878, he married Lucy Emma Clegworth from Manchester, New Hampshire.

Charles Glidden believed that the automobile was not just a toy for the rich, but would develop into a serious means of transport. This required building confidence in the fledgling horseless carriage and a sound road system. (At this time, major travel was usually undertaken by train or by river steamer.) In 1901 he sold his company to Bell and pursued these new goals as a private man. That same year, he and his wife made a successful trip to the Arctic Circle.

In 1902 he undertook a world tour in a British Napier accompanied by his wife and Charles Thomas, a motor engineer from Rottingdean in Sussex, England. This more than unusual journey took him over 46,528 miles through 39 countries and ultimately around the world twice. He traveled in countries which never before saw an automobile. A prerequisite for this undertaking was meticulous preparation. He even traveled with special wheels to enable him to ride on railroad tracks. Always impeccably dressed, he was very much aware of the publicity from which he took advantage of the automotive sector. So he corresponded with countless local and international newspapers. In this way he traveled to virtually all continents until 1908.

The Glidden Tour In 1904 he took part in the first reliability race organized by the American Automobile Association (AAA), from New York to St. Louis. Because he thought this should be a repeating event, he donated a silver trophy and a (for that time) very large prize of 2000 U.S. dollars, which he repeated annually. The AAA Glidden organized this "Glidden Reliability Tour" regularly from 1905 to 1913. The aim was to go a certain distance within a certain time and omitting no checkpoint. The winner was decided by a points system.

The first Glidden Tour was still perceived as too easy, the participants voted a winner. This was not, by the way, Charles Glidden with his Napier, but Percy Pierce in his impressive Pierce-Arrow. In subsequent races, the course grew ever longer and more demanding. The Glidden Tour was never a trip. They always included several new routes over one hundred miles of practically trackless areas in the U.S. and occasionally in Canada. Many cars were unable to withstand this brutal treatment, and there were also incidents, such as horses shying. But it was a matter of honor that all the teams should stay together, and Glidden said that he had paid tolls to some local authorities, and refund for farmers' poultry, from his own pockets.

The victory in a Glidden Tour became a matter of prestige, as more and more manufacturers participated and motivated to succeed by the marketing benefits. In 1946, the Glidden Tour was recreated by the Veteran Motor Car Club of America (VMCCA) and has been carried out every year since then, but in a more tourist-like frame and using veteran vehicles instead. It is regarded as the oldest and most prestigious event of its kind in the United States. And still the winner is handed the silver trophy that Charles Glidden donated in 1905.

Later life His own travels continued. From 1908 he began also to promote aviation. He praised the Lighter than Air technology (balloon flight) and was of the opinion that private planes would be similarly ubiquitous as motorcycles. Charles Jasper Glidden succumbed to cancer on September 11, 1927; he lived to see his vision of the ubiquitous automobile become reality. *Today sponsorship alternates between VMCCA and AACA, with AAA each year.

Thanks to Wikipedia

1911 Anderson, SC - Glidden Automobile Touring Trophy Returned to City by AAA After 96 Year Absence 4/27/2007 \

A silver punchbowl is one of the most important prizes in early automotive history. The City of Anderson, South Carolina and AAA celebrated the return of an important piece of early automobile history today during a special ceremony at Anderson's City Hall. The object – arriving earlier in the week under a police escort from AAA headquarters in Heathrow, Fla. -- is a beautiful and ornate silver punchbowl presented to AAA by the city in 1911. The trophy became one of several fabulous, perpetual prizes offered to participants in the famous Glidden Automobile Reliability Tours sponsored by AAA from 1904 to 1913, and has been in AAA's possession ever since. The design of the trophy is especially noteworthy for its engraved image of the Anderson County Courthouse and carved renderings of AAA's early logo. Its cost in 1911 was the then-extravagant sum of \$1,200 (approximately \$25,000 in today's inflation adjusted dollars).



1911 American Underslung demitonneau on the 1911 Glidden Tour, from New York, NY to Jacksonville, FL

Made from 1905-1914, from the minds of Harry Stutz of Bearcat fame and designer Fred Tone



For some time the editor has been thinking about the term that many of us in the old car hobby use fairly often but hardly ever pronounce correctly. It's meaning is also little known. *Concours d'Elegance*. It is mostly pronounced just as it looks, *conkors dee elegance*. I've often wondered why we Americans, who mostly dislike pronouncing French words and phrases, don't simply call it by its English translation, an "elegant *concourse*." As with many words that are mispronounced over a long period, they begin to appear in dictionaries, in print and online, with the definition of the wrong usage, and sometimes without the proper definition for which the word was coined. When I tried to find a definition for *CONCOURS* a few years ago, I found that it means *CONCOURSE* in English, an open area, indoors or out. Now the primary definitions on the internet translate it as a "parade, contest or competition." After several tries recently, I finally found a site that says "it also means *concourse*." It's too bad that wrong usage of words contributes to a lot of misunderstanding. A few non auto-related words that you hear everywhere, which are mostly used incorrectly, are *vintage*, *icon*, *iconic*. Many people think that *vintage* is a synonym for old or antique. It is a *vintner's* term to note when wines are/were produced, such as "*vintage 1940 wine*." It must always be coupled with a year, years or an era. Today, almost everything is an *icon* or is *iconic*. It is so over used that it essentially has no meaning. The Veteran Motor Car Club of American recently changed its name to *Vintage Motor Car Club of America*, because the promoters 1- were overly sensitive to an occurrence or two when a VMCCA meet was confused by local bystanders with U.S. veterans of the armed services, and 2- had no idea what the word really means. Many members are very upset, and some will not renew their membership.

Concours d'Elegance is defined by some internet sites as "an exhibition or contest, especially a parade of vintage or classic motor vehicles in which prizes are awarded for those in the best original condition." Another one I found is "A public contest or competition." This definer rewrote history with his new definition "A *Concours d'Elégance* (from French meaning a 'competition of elegance', referring to the gathering of prestigious cars) dates to the 17th-century French aristocracy, who paraded horse-drawn carriages in the parks of Paris during summer weekends and holidays." Oh, really? What an imagination. *Concours*, or *concourse* in English, is a large, open area for exhibitions or for easy movement of people, such as in a train station or airport. Where the "parade" or "competition" comes from is from most of us, who think that because, well, that's what many of us think because of its wide spread use to describe car shows of mostly expensive, restored cars, and sometimes just plain old car shows. We like this term *concours d'Elegance*, even though we don't pronounce it right, because it adds an air of upper crustiness, refinement and exclusivity to our car shows. If you really like this term, then you might be interested in the correct pronunciation, *konkor della gau*. There is a very slight "n" sound after the "gau," but just barely. You know how particular the French are with their language; it's almost impossible for any one not from there to pronounce properly without a lot of study.

JUST AMONG OURSELVES

Dear Mr. Editor: As to the picture/question at the bottom of page 9 of another great issue, first of all, the cars rolling out of the factory are 1935 120 models - not 1937 as the photo caption alludes. Second, it appears as if the driver's door is open and the bottom seat cushion is out, turned up 90% and pulled out of the car about halfway. Third, the man standing at the driver's door has something (a box??) held against his chest - the photo is not clear enough to identify it. Fourth, the top of the car above the beltline, appears to be painted flat white or gray or, it is a cover. A cover on a convertible would make sense but this is obviously a hardtop. I have never seen a two tone paint scheme with one color being flat paint??????? I look forward to seeing other readers comments.



Regards, Jon Hatfield, Chester, Virginia

Dear Friend, and "Toiling Servant"

May 23, 2017

Not sure about the submission of photos from the PMCF, and not to be too "pedantic" - but "1937" is not correct for these cars (year ID was my mistake, not the PMCF, editor.). This is 1935 - the front doors are hinged on the B pillar, only done in 1935 on the Junior cars. Also, these bumpers are unique to this year. The car leaving the ramp is a very rare 120 Body Type 893 "Sedan", with sidemounts. This was probably a great idea, though costly, as trunk access was lifting the bottom of the rear seat back (it was hinged at the top) for limited suitcase storage - VERY limited if you had a spare there! Improvements for 1936 included a single-point distributor and an opening trunk lid. My father bought a 1935 120 business coupe in Greensboro NC in 1937 for \$350. A doctor had traded it in. A significant problem with the 1935 120s was the dual-point ignition, which is very tricky to set. Dad and Mom drove up to Asheville NC from our home in upstate SC in late 1939 to visit Dad's sister's family and had to switch cars with them. (I think I was "on the way"!) Aunt Blanche had a 1937 115C (not a "Six" until 1938 and 1939). Even after the repairs of trouble with Dad's car the '35 didn't have enough power to navigate the steep hills of Asheville, though the 115C did, and Dad's car stalled on a hill, and Uncle Vic rolled back into a telephone pole. Dad traded for a 1940 Buick not long after.

My own 1937 115C Body Type 1086 Club Sedan was a true joy to operate. Sadly, space limitations with a residence move and my tour schedule dictated that the composite body had to go to another collector more able to give the best care. It is still beautiful and wonderful. I have always said the production of the 6-cylinder cars was NOT the demise of Packard. They had 32 million dollars cash in the bank and no significant debt when they stopped making them - and 8 years later were broke!

The unusual unit in question with the different color top was probably destined for a custom application, probably commercial service (funeral, ambulance, etc.) and my guess is that this is just a temporary device to protect the instruments and other interior features. The commercial people were very interested in the new Packard offering in a lower price for the Depression. The Crestline series and the great Kimes-edited Automobile Quarterly Packard [by Messrs. Martin, Bradley, et al] books published show the many offerings of Superior, Miller, Cunningham, Henney, and others. John Henney was prescient to secure exclusivity in 1937!

Keep up the good work!

(I'll bet someone else put in the designations on the Jr. pics.... ??) (My mistake, editor)

Emerson Duke

Jere & Carol Avenson's 1941 Packard One Ten Deluxe

As we all know, it's hard to define the chemistry that results in some of us acquiring additional old cars. Sometimes it's the result of just the opportunity. A car that we've admired for some time comes on the market. We feel the necessity to strike while the car is available! Other times we have some available funds that are burning a hole in our pocket. We start searching the Hemmings Motor News Classified ads, Craig's Listing, and the Internet in general; we drive to local swap meets, check with our car club members, and, of course, there's a seasonal Hershey and Carlisle event to visit. Some of these fevers take a few months to cure while others may take years to get over.

However, in 2009 while I was contemplating the purchase of another car, I researched the marketplace to determine the going price for a pre-war Packard. It was during this research that I noticed a particular 1941 Packard Deluxe One Ten Sedan for sale in the Hemmings listing, but the price was way above what one would expect to pay, even for a category one condition car. Ear-marking the Hemmings listing ensured that whenever I wanted to see if anything new had been placed on the internet I'd see the '41 Packard and over the course of the summer and early fall the '41's price dropped a little, but not to the point anyone was willing to buy it. It was the little six-cylinder entry level Packard specifically developed to keep the Packard Motor Company alive during the Great Depression following the 1929 market crash.

In the collector's market, the Packard One Ten just didn't go for that high a price. I kept coming back to the little six-cylinder Packard and researched past sales and what "Deluxe" meant compared to "Special". I discovered that the Deluxe model had upgraded trim and some interior options which really gave it somewhat the appearance of the more expensive 120 Packard models, it just had the six-cylinder engine. During the month before Hershey, I emailed the owner and asked him for some better pictures and what about this car made him think it was worth that much money? He sent the pictures and said that the car had been completely restored some time ago and was in excellent condition. He believed that it was easily worth the price he was asking. Well, a lot of us think our cars are worth what we've invested in them, but that doesn't mean someone is going to pay that price. I asked Carol what she thought. Admittedly, that was a poorly worded question! Carol thinks I'm having hormonal problems.



Anyway, 2009 was a year that I went to the Hershey meet and spent time at the Hershey car coral, I looked at several recently restored 110 Packards that were for sale. When I returned home I called the owner in Washington state and told him that I wanted to come out and look at his car and that I definitely wanted to drive it. His response was that he and his wife were leaving for warmer weather in a couple of weeks and he'd taken the car off the Hemmings Motor News because he would be gone most of the winter. Also, he said that November was the beginning of the rainy season and he couldn't promise that I could drive the car when I got there. I asked him why? He told me that he never took the car out in the rain and this was the rainy season. I asked why, does it leak? He didn't know if it leaked or not, but it was in perfect condition and had never been out in the rain. The only time it was out of the garage was to go to meets. Is this a used car con-man or not?

He certainly had my curiosity going. I had enough frequent flier miles for a round trip ticket to Seattle and there's a Navy Base close to Bainbridge Island WA that I, as a retired Navy person, could stay at a couple of nights. I knew that before I was going to buy a car advertised in mint condition I had to see it first and not accept pictures as the car's actual condition. Most cars look good at twenty paces. So I confirmed Carol's suspicions that I am crazy by going to Washington state to "just look".

When I arrived, and throughout my stay in Washington, the weather was beautiful. I took that as a good sign! The wife of the owner was away so he and I had plenty of time to talk; first confirming the condition of the car, agreeing

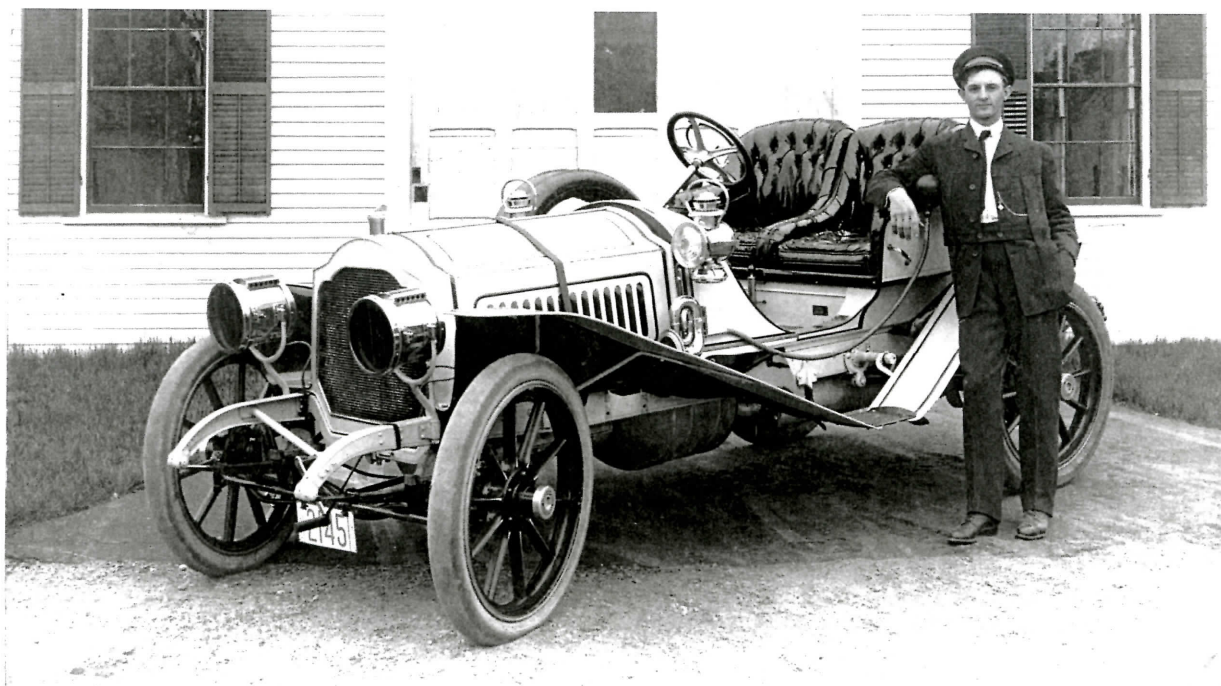
on the price, and then arranging enclosed transportation to take the car home to Virginia. During our three days together I learned among other things that prior to retirement the previous owner had been a producer for *Desilu* Productions. We'd be about the 3rd or 4th owners of the car. During his working career in Hollywood he had been close to many old cars that were used in producing movies and television programs. Eventually he became a minor automobile collector himself and among her makes he had owned several old Packard automobiles during his collecting years. This car was the last one left of his collection.

It was indeed a show car. See the pictures of Bella coming to her new home in Chesapeake Virginia. It had received a frame-off restoration during 1991-1992. Since then (eighteen years) it had been driven just a little over 1,200 miles, which explained to me why the engine ran a little rough--no metallic noises, just sluggish and not really responsive to the throttle. It needed a good tune-up and, even more, it wanted to be driven. The '41 Packard Deluxe safely traveled by carrier to Virginia, along with four cars belonging to the movie actor Nicholas Cage. She's exchanging Hollywood gossip. I bet they had some interesting conversations.

As I print this Carol and I have been Bella's care-takers for over eight years. I've made her into a very reliable operating Packard with many minor repairs under the bonnet (just short of an overhaul), and running gear. She's now a familiar participant at the Old Dominion Packard Club events and one of our reliable drivers, accumulating an additional 9,000 miles since we acquired her. We've had her at car meets, tours, and shows locally in Tidewater Virginia and as far north as Hershey PA, as far west as Lynchburg VA, and south as Pinehurst NC. She's never stranded us on the road. With her rebuilt overdrive she will now easily run down the road at 60-65 mph with the quiet engine that Packard's were noted for. Wind noise at 60-65 mph is somewhat a different story, after all, she's only 76 years old. Carol and I are happy to be her new caretakers and hope to enjoy this fine example of yesteryears automobile glory days for many more years.

Jere Avenson

From the editor: This will be my last issue of the Newsletter. It's been a good run, and I've enjoyed it. The ODP Board wants to make some changes in the Newsletter and they have some other ideas they would like to implement, so, it's time for some new talent to take over. Now I'll have more time to work on a book about the 1955 to 1957 Packard cars I planned to finish some time ago. So, Happy Packarding to all!



1907
Model 30
Runabout

James
Ward
Packard's
logo



The Old Dominion Packard Club 60th Fall Tour

October 18-22, 2017

Plan now to join ODPC's Fall Tour of the Staunton, VA area. Our host hotel is The Stonewall Jackson Hotel. Mention ODPC when you make your reservations to receive the group rate of \$146 per night (W TH) and \$246 (FR SAT) which will include free parking in the adjacent garage and daily breakfast for two in the hotel restaurant. Make your reservation as soon as possible. The hotel is located at 24 South Market St. Staunton, VA. (540-885-4848).

If you are trailering your car we will send you directions to the trailer parking area which will be near the hotel.



Wed. Oct. 18

Arrive at the hotel and pick up your packets. Dinner is on your own at the Depot Grille. We will meet in the hotel lobby at 5:45 and walk to the restaurant.

Thursday, October 19

After breakfast in the hotel we will depart at 9 am for the American Frontier Culture Museum. This is a living history museum that tells the story of the people who migrated from the Old World to America and the life they created in the Shenandoah Valley. The Museum has examples of African, English, Irish and German farms as well as American farms and a settlement.

Next we will travel to Afton Mountain for lunch at the Blue Mountain Brewery followed by a drive on the Blue Ridge Parkway.

When we exit the Parkway at Vesuvius, VA, we will visit the McCormick Farm, home of Cyrus McCormick, inventor of the mechanical grain reaper. The grounds include a small museum, grist mill, nature trail.

We will drive a short distance to Wade's Mill, circa 1750, a working water-powered grist mill. After our visit we travel back the same road to Rockbridge Winery where a tour and tasting is available.

Back at the hotel we can rest up to prepare for a walk to dinner at The Clocktower.



Friday, October 20

After breakfast we will leave at 9 am for Dynamic Aviation in Bridgewater, VA They provide aviation solutions for government and commercial organizations worldwide. The company purchased and is restoring the Columbine II, a Lockheed VC-121A-LO Constellation used by President Eisenhower. The aircraft became the first plane to use the Air Force One call sign.



We will then take a drive down Scenic Highway to have lunch at Rimel's Barn and visit the car collection of Jim Rimel.

Another country drive will take us to Taylor Boody Organbuilders where we will see an organ under construction and talk with the craftsmen.

After a long day we hope to be back at the hotel by 3:30 for a Board Meeting. Dinner this evening will be Italian, at Emilio's, a short walk from the hotel.

Saturday, October 21

After breakfast you will be on your own to explore downtown Staunton. Your packet will contain information on interesting sites and places to have lunch. There will be some tours available to Trinity Episcopal Church to view the stained glass windows, a backstage tour of Blackfriar's Playhouse, a tour of the historical districts, tours of Woodrow Wilson Presidential Library. Our cars will be on display in a parking lot near the hotel.

In the evening our banquet will be held across the street from the hotel at the Mill Street Grill.



Sunday, October 22

Farewell breakfast.

Old Dominion Packard Club

60th Fall Tour – Registration Form-Staunton, VA- October 18-21, 2017

Please print

Name _____ Spouse _____
 Guest(s) _____
 Address _____ City, State, Zip _____
 Phone () _____ Cell _____ Email _____
 Packard on Tour _____ Model _____ Body Style _____
 Will you be trailering a car? _____ yes _____ no (Directions to parking will be emailed to you.)
 Will you be participating in Period Dress fun? _____ yes _____ no

	No. @ \$ Each	Total
Registration fee, car, driver and spouse or one guest	_____ @ 35.00	\$ _____
Registration fee for additional guest- children under 12 free	_____ @ 6.00	\$ _____
Dues for 2018 are payable at this meet.	\$20.00	\$ _____
ODPC Cloisonné Bumper Badge (delivered at meet)	\$60.00	\$ _____

Wednesday, October 18

Check in at Stonewall Jackson Hotel at 3 pm. Pick up packets in Hospitality Room.
 6:00 pm Dinner at Depot Grill (pay on your own). Meet in Lobby at 5:30 pm to walk to the Depot.

Thursday, October 19

9:30 – American Frontier Culture Museum _____ @ 10.00/person \$ _____
 Lunch- Blue Ridge Brewery (pay on your own)
 Drive down the Blue Ridge Parkway to Vesuvius, VA to visit McCormick Farm, Wade's Mill, Rockbridge Winery
 6:00 pm Dinner- Clocktower Restaurant (Buffet) _____ @ 20.00/person \$ _____

Friday, October 20, 2017 Old Dominion Packard Clu

9:30 am Depart for Dynamic Aviation, Bridgewater, VA N/C
 Lunch at Rimel Barn _____ @ 15.00 per person \$ _____
 Tour of Taylor-Boody Organ Factory, Swoope, VA N/C
 6 pm Dinner at Emilio's Restaurant. Please indicate choice.
 Filet Mignon _____ Salmon _____ _____ @ 35.00/person \$ _____
 Manicotti (V) _____ Chicken _____ _____ @ 26.00/person \$ _____

Saturday, October 21, 2017

Morning-Exploring Downtown Staunton- a list of tours, venues and restaurants will be included in packet.
 Lunch- on your own
 Afternoon- Shopping in Downtown Staunton, Woodrow Wilson Presidential Library, Blackfriars Back Stage Tour
 Closing Banquet at Mill Street Grill _____ @ 40.00 per person \$ _____
 Chicken Shrimp Marsala _____ Salmon _____ Half Rack of Ribs _____

Sunday, October 22, 2017- Farewell Breakfast

Total Due No Later Than October 1, 2017 **Total** \$ _____

Make check payable to ODPC and mail this form to: Mr. Miles White, 104 N. Bentz St. Frederick, MD 21701
 Make your hotel reservations NOW directly with Stonewall Jackson Hotel, 24 S. Market St. Staunton, VA 24401 Telephone:
 540- 885-4848. Mention ODPC for a rate per night of \$146 (Wed TH) \$246 (Fri SA) that includes a full Breakfast each
 morning and parking for 1 vehicle. **No refunds can be made for items or events the Club must pay for in advance.**

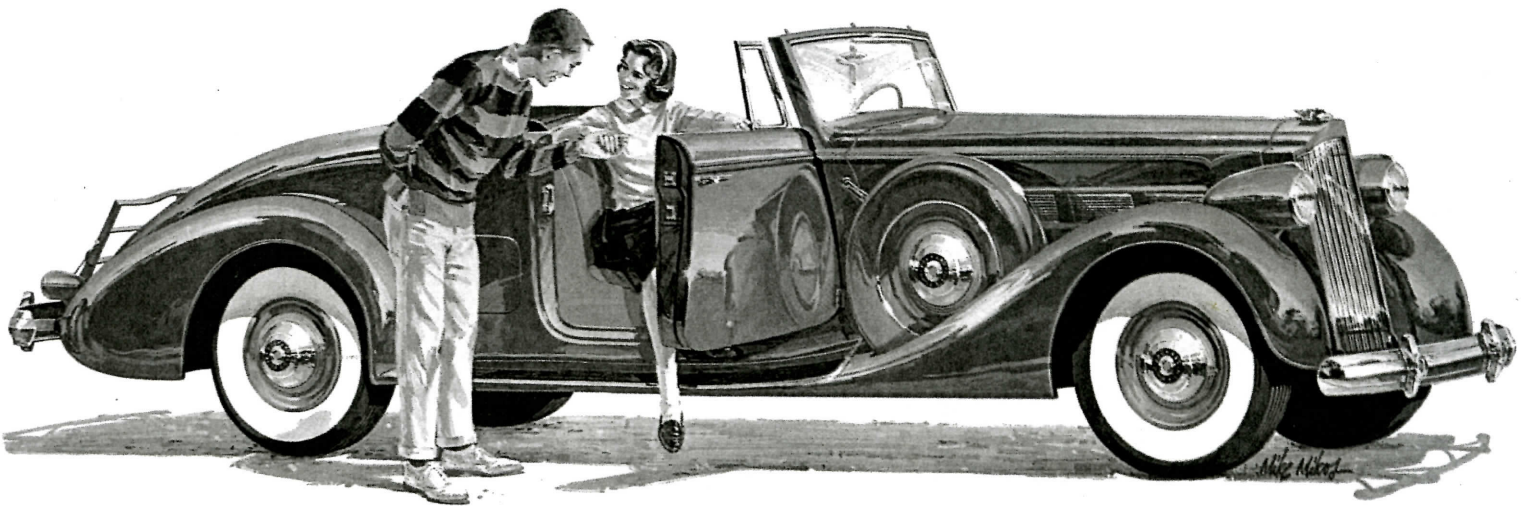
Old Dominion Packard Club
NEWSLETTER
16529 Dubbs Rd.
Sparks, MD 21152
4th Issue July 2017 August



FIRST CLASS

Bob & Susan Woolfitt
1017 Graydon Avenue
Norfolk, VA 23506

2950781209 C004



Since the first time a boy took a girl for a drive,
Federal-Mogul has supplied the best in engine bearings.
It's just as true today. Ask your mechanic.