

# Old Dominion Packard Club Newsletter

Second Issue March 2017 April



Three new 1935 One Twentys ready for local delivery, on Auto Forwarding Co. trucks. Building #5 in right background (looking east). It was the tallest building at the Factory, with Packard Photographic sharing the top floor.

Photos courtesy of Fred Voegele, whose Father was the dispatcher for the trucking company.

Below was taken immediately opposite upper photo, looking southwest. One car is inside. Holburn Ave. at right.





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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: Lynn Rogerson.

2017 & Beyond Old Car Calendar

Mar	9-11	York, PS	Studebaker Swap Meet - Fairgrounds - Last One
	24-25	Westminster, MD	47th Swap Meet AACA Sugarloaf Mountain Region - Ag Center
	30-April 2	Reno, NV	CCCA Annual Meeting
Apr	6-9	Charlotte, NC	AACA Southeastern Spring Meet
	21-23	Pinehurst, NC	ODPC 60th Spring Tour
	30-May 5	New Albany, IN-St. Louis, MO	VMCCA Lewis & Clark Tour
May	11-13	Frederick, MD	All-Packard Swap Meet & Car Show
Jun	4-9	Gettysburg, PA	AACA Founders Tour (1932+)
	11-17	South Bend, IN	The Packard Club's 51st National Meet
Jul	9-14	Roanoke, VA	VMCCA Chrome Glidden Tour®
Aug	20	Pebble Beach, CA	CCCA Annual Concours d'Elegance
Sep	11-14	Altoona, PA	The Packard Club's 10th Henry Joy Tour©
	17-22	Hastings, NE	AACA/AAA Glidden Tour®
Oct	3-6	Hershey, PA	AACA Eastern Division National Fall Meet
	18-21 corrected	Staunton, VA	ODPC 60th Fall Tour (no judging) Stonewall Jackson Hotel
Apr	25-28, 2018	York, PA	ODPC 60th Anniversary Spring Tour (one week later than usual)

Looking northeast...

A One Twenty Touring Sedan and  
 a One Twenty Club Sedan



# Old Dominion Packard Club 60th Spring Tour

April 19-23, 2017 ~ Pinehurst, North Carolina

Your Hosts are Charley & Audrey Bronk

**Wednesday, April 19** Homewood Suites, \$119 + tax, (910) 255-0300. Dinner with wine and beer included Wednesday & Thursday nights. All suites include living room with kitchen. Enjoy a complimentary hot, full breakfast each morning.

**Thursday, April 20** Step back in time as we tour the historic Village of Pinehurst (1895) and the Town of Southern Pines. While traveling to one of the 125 NC Pottery studios our guide will explain the history of pottery in our area since 1750. We will stop at the studio that specializes in the Horse Hair Raku fired process for a demonstration and shopping. Next, while traveling through Shaw's Ridge, today known as Southern Pines, we will tour the Weymouth House (below) - known as The NC Literary Hall of Fame, built in 1920 and featuring four different types of architecture, all in one house. We'll make a stop at what was a Packard showroom. Last stop will be back to the historic Village of Pinehurst for lunch on your own, tasting of imported Italian oil and vinegars, wine tasting and shopping on your own. Transportation back to hotel. Tour Includes: transportation, tour guide, bottled water, coupon books and tour gift, at \$55 each.



Dee lived, they left the mound alone but farmed the land around it. No charge. Lunch: Pik-N-Pig, Carthage, NC Barbeque Restaurant, 1 PM. The Pik-N-Pig is a well known spot to eat in Moore County. They have a small private airport and people fly in from all over for lunch. They serve the same pork barbeque cooked the same way for generations, where they smoke about 1,000 pounds of pork a week, tending to it most waking hours in the screened-in smoke room behind the kitchen. They also prepare brisket and barbecued chicken. Choose from menu and pay at register. Cash only. Board Meeting at 3 PM in hospitality suite.

Those not attending the board may, on your own, drive to Pinehurst and tour Tufts Archives at Library, at no charge. Or browse the shops. Dinner: Table on the Green, cash bar. Leave hotel at 5:30, \$35 pp. This will be a buffet; included: spring rolls, salad, beef, fish, chicken, rice pilaf, stir fried vegetables, with crème brûlée for desert. Cash bar.

**Friday, April 21** Drive to Town Creek Indian Mound, Mount Gilead, NC. More than 600 years ago, migrating Indians selected this spot overlooking the Little River for a ceremonial center. The Town Creek center served as a fortified refuge and a place to discuss matters important to the people of the Pee Dee culture, as well as a site for religious ceremonies and feasts, which often lasted several days. When white settlers arrived in the eighteenth century, the Pee Dee Indians had long been living elsewhere, probably with the Catawba. When whites occupied the site where the Pee



**Saturday, April 23**

Ederville, Carthage, NC. Leave Hotel at 9 AM. \$10 Each



There is no better place to see a true representation of our American mechanical past. Ken and Patty Eder have been collecting everything from locomotives to dolls. There are many, many buildings to tour, tractors, peddle cars, barber shop, post office. You will not find a better display of history any place in the country. After Ederville we will drive a short way to the largest truffle farm in the US. We will have a tour of a truffle farm, and then lunch, including truffles. Susan Alexander wanted to grow the most sought-after truffle in France: the Black Diamond French Period, often called 'The Queen of Truffles'. The idea was risky, she said. Truffles are extremely difficult to

harvest, which is why their price tag is so high. They require 8 to 13 years to mature and only grow on roots of trees, making them almost impossible to find since they are typically 12 inches underground. Luckily, truffles develop an intense aroma that pigs and dogs can smell to dig up.

Alexander trained her sheepadoodle\*, Pepé, to find the buried fungi by rubbing truffle oil in his puppy bowl. She didn't have to do much training with her two pigs — Charlie and Miss Piggy — since swine are naturally drawn to the scent of a mature truffle and can find them quickly. Alexander does, however, have to be careful that Charlie and Miss Piggy "don't eat all of the profits." They love truffles as much as I do," she said. With the help of her truffle hunters, Alexander is finally starting to dig up the fruits of her labor — and the world is taking notice. She has been featured in countless media publications like USA Today, The New York Times, Wall Street Journal and Fox Business News and has made appearances on several popular television and radio talk shows. She distributes her truffle products around the world and works with master chefs, truffle experts, universities and farmers. Cost is \$26.00 pp.



Leave hotel 5:30 for Banquet: Pinehurst Country Club Members' sit-down dinner. Prior to dinner we will have time to visit the pro shop and take pictures of the statues of Donald Ross and Payne Stewart on the 18th green of famous Pine Hurst #2. First course - tomato bisque, choose from three entrees: barbecued salmon fillet, pepper bacon and hoop cheese grit cake (right), haricot vert (left, thin green beans) and ratatouille style squashes, smoked tomato butter sauce. Free range chicken breast, with duxelles stuffing, roasted fingerling potato and prosciutto hash, haricot vert and roasted red peppers, thyme veloute. Rosemary grilled bone-in pork chop, wild and Carolina rice blend, butter braised green beans with caramelized cipollini



onions, shallot pan au jus. Desert: cheese cake with Bananas Foster sauce. Cash bar. \$50 each.

**Sunday, April 24** - Free, hot breakfast at hotel, and good byes.

Audrey Bronk

\*A Sheepadoodle is a cross-breed / hybrid dog obtained by breeding an Old English sheepdog with a poodle.



# JUST AMONG OURSELVES

## Where the Packard Gets its Name

**O**UR first Packard builder is identified with one of our newest Packard dealerships. J. W. Packard, founder of the Packard line, is president of the Packard Buffalo Motor Company, Inc., which purchased the Buffalo interests of the Packard Motor Car Company of New York.

"J. W. Packard not only gave the Packard its name but he gave it engineering genius and devotion which inspired the earlier development and made the ideals which have guided subsequent progress." We quote ourselves, issue of April, 1911, as further saying: "J. W. Packard also gave us the phrase 'Ask the man who owns one.'"

Twenty years ago, Mr. Packard acquired his first gasoline propelled vehicle. It was a French tricycle that protested noisily as it hobbled along—when it could be induced to move at all. Later Mr. Packard bought an America-made, four-wheel affair. After he had lost his patience with that, he decided to have a real automobile if he had to make it himself. He produced the first Packard in 1899.

You know the rest of it—how a group of Detroiters bought Packards, became enthusiastic about them, reorganized the company with Mr. Packard, and removed the factory to Detroit. Mr. Packard was president at first; then he became chairman of the board of directors. About four years ago he resigned, but still retained his interest in the company, and so he does until this day.

Mr. Packard went to Buffalo frequently—he has a home at Lakewood, N. Y., not far from Buffalo. So he was induced to go into the business again and anew. His brother, W. D. Packard, is associated with him in the new enterprise.

## The Progressive Assembling of One George Gately at Syracuse

**P**RENTICE to foreman of the Weston Mott Co.; assembler for the Mora Motor Co.; foreman for the Rider Lewis Company of Anderson, Ind.; superintendent of the Alpena Motor Car Co.; superintendent of the Carter Car Co.; superintendent of the Chevrolet Company; foreman of the chassis assembly in the Packard factory; foreman for the Partin Palmer Co.; back to the Packard as assistant foreman of the rear axle assembly, over to the truck shops as foreman of minor assemblies, then to—



J. W. Packard (at wheel) accompanied by  
President Macauley

Yes, yes. Granted. But how is one ever going to be a good assistant foreman of the employment department unless he has been employed a bit? That's George E. Gately's defense, published as he prepares to leave that job and move on.

He is outward bound for Syracuse, to be technical service chief for the Stowell Motor Car Co., which, by the way, deals in Packard cars. What Gately doesn't already know about technical service Stowell will tell him, and what Stowell doesn't know is known to nobody except C. J. Moore.

## After a Casual Survey of the Situation, He Left Mexico

**M**EAKER surveyed his way clear down into the mountains of Mexico. He surveyed himself clear out of a job, as a matter of fact. But it wasn't his fault. Reasonable people will agree that he was badly used and had a just right to be a bit knocked. It was like this: The folks who were building the railroad into Mexico said to him, "You get a couple of burros, a sack of frijoles, a guide who can make good tortillos, and drift up into the hills. You're supposed to locate a place for a railroad."

It was understood that Meaker's pay would be waiting for him when he returned. He remained in the hills four or five months. Then he came back and found that the railroad had very inconsiderately gone bust.

That sort of disgusted Meaker with the railroad business—after surveying all the way from Chicago via Belen, N. M., to Casas Grandes, Mex., and points south. No, it didn't disgust him, either, because he got enthusiastic about a scheme to go and survey railroads for the Bolivian Government. However, he came to Detroit to visit his parents and they demurred. Still, he would have gone except that the present Mrs. Meaker said "no" or rather (blushingly) "yes."

Other facts: Came to Packard in 1909 as service division employe; given charge of stock department; kept job four years; went on road as technical service man for Lester; now handling export and United States Government service affairs and technical service division of mail order department; father of two boys, one girl; owns a kerosene burner (all rites reserved); address, Detroit, Michigan, U. S. A.



# ART is LONG and TIME is MONEY

*Thus One May Ding a Premium  
When He Mars a Fenders' Grace*

**P**OSSIBLY it's an inconsequential idea, but it does seem as if the bonus system applied to poker would be somewhat intricate, doesn't it?

Imagine a time-study man standing behind one's chair, carefully taking note of the fleeting minutes or fractions thereof devoted to: stacking 'em up; rowing the dealer; registering sorrow; trying to appear unconcerned when possessed of a pat hand; decorating the mahogany; staying in; staying out; checking the bet; declaring that a roundaroodles is in order; insisting that it is not; trading three blue ones, two red ones and a white one for a man of iron; vice versa; holding post mortems upon unsuccessful flushes; telling The Runt for the love of Obadiah to leaf the pi-ano be; denying that it is your deal; insisting that you just dealt; shouting that you did ante; yelling that your neighbor did not; fighting off the suggestion that this be the last round; begging everybody's pardon; repeating that this here is stud poker and sevens are wild; borrowing a match; taking time out to tell one they've all heard; saying "Star'er over again, tha's too high."

And, too, fancy him figuring out the earnings, analyzing cost of operation, determining the number of lost motions, and taking account of the time devoted to "corrective labor" and "scrap." It must be intricate.

Motor car manufacture isn't as capricious as poker, however, and one can know, to a reasonable degree, what to expect of it. Accordingly, applied to it the



*Rewards and fairies dwell in fatter envelopes.*

bonus system is comparatively simple and runs along smoothly.

## Homespun Classics

Bonus is a Latin word meaning "Good," which is what the workman says when you inform him that you have a plan that will mean added emolument for him.

"That's the system!" he says approvingly. Wherefore, "bonus

system." The derivation is clear.

There is nothing so helpful as having the proper definition of terms. The little explanation just preceding cost several lines of valuable space, of course, but it is given cheerfully. It is the desire of this publication that the reader have a fair chance to find out what this is about.

Take the term "scrap." Please do not confuse that with what happens when the foreman of OL department endeavors to shift the responsibility for a dinged fender to the foreman of UJ department. Scrap is an entirely different thing—in the bonus system parlance, of course, and that is all this article is concerned with. Scrap is material that is defective—made impossible for use on a Packard by accident, poor workmanship or something of that sort.

The dinged fender probably becomes scrap, but as far as the dinging of it is concerned, under the bonus system, it creates what is called "corrective labor." The department which has done the dinging is held responsible. How is the responsibility fixed? Ah, yes. Naturally you would think of a situation where this might be difficult. 'Tis like murder. The thing will out. For the bonus system is on the job. Corrective labor cuts into the bonus of a department, and try you to charge a dinged fender to a guiltless department! Heavens! A wrathful foreman (those chaps often carry heavy, ugly-looking wrenches; hammers, too) comes with flashing eye and distended nostril. He harshly demands to

SLIP NO. <b>634569</b>		WORKMAN'S COPY TIME SLIP		DEPT. IN WHICH WORK IS DONE	
DATE	MACHINE NO.	ROLL NO.	DH		
<b>12-16-16</b>	<b>10A 226</b>	<b>DH107</b>			
JOB SHOULD BE FINISHED	DATE	HOUR	JOB NO.		
			<b>SMA</b>		
MACHINE	SLIP NO.	ROLL NO.	PIECE NO.		
SPINDLE			<b>76497</b>		
MAN			OPERATION		
SUMMARY			<b>102</b>		
O. K. OF FIRST PIECE	STAND. TIME EACH	STANDARD HOURS	QUANT. ASSIGNED	QUANT. RETURNED	
	<b>.022</b>	<b>14-0</b>	<b>638</b>	<b>638</b>	
OVERTIME, SUNDAYS AND HOLIDAYS	REGULAR OVERTIME	ELAPSED HOURS	DEF. NOT PAID FOR		
		<b>12-2</b>			
SET-UP TIME	O. K. SET-UP	PREMIUM HOURS	TOTAL PAID FOR		
		<b>1-8</b>	<b>638</b>		
O. K.	FOREMAN	TOTAL HRS. PAID FOR	DEF. PAID FOR		
<i>T. Kummerow</i>		TOTAL HRS. PAID FOR	QUANTITY GOOD		
O. A.			<b>638</b>		
QA-85-1,000,000-6-16 H H & G CLENK		LOST HOURS	P		
			<b>4 68</b>		

*These Kummerowiform inscriptions signify that DH107 worked so neatly on motor parts that he gained one and eight-tenths hours on the standard time for his job. Result, 12 per cent more on pay day.*

# OLD DOMINION PACKARD CLUB - Since 1958

## 60th Spring Tour - Registration Form - Pinehurst, North Carolina - April 19 - 22, 2017

please print  
 Name \_\_\_\_\_ Spouse \_\_\_\_\_  
 Guest(s) \_\_\_\_\_ From \_\_\_\_\_  
 Address \_\_\_\_\_ City, State, Zip \_\_\_\_\_  
 Phone (\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_) \_\_\_\_\_ Email \_\_\_\_\_  
 Packard on Tour \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Will you be participating in the **Period Packard** fun (see page 11)? \_\_\_yes \_\_\_no

If this is your first ODPC event WELCOME! and please check here \_\_\_\_\_

	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	\$ _____

### Wednesday, April 19

Check-in at Homewood Suites (3pm+) Pick up your packets and leave goodies in the Camellia Hospitality Room, 2nd floor  
 5:00 to 7:00 P.M. light meal / hor d'oeuvres served at the hotel, with wine & beer, n/c  
 and/or Dinner on-your-own

### Thursday, April 20

Motor Coach Tour: Village of Pinehurst, Town of Southern Pines,  
 Pottery Studios, Shaw's Ridge, Tour of Weymouth House, Packard dealer drive-by,  
 lunch on-your-own in Pinehurst, with tour guide & refreshment \_\_\_\_\_ @ \$55.00 \$ \_\_\_\_\_  
 Light meal, etc, at the hotel, n/c, and/or Dinner on-your-own

### Friday, April 21

Caravan to Town Creek Indian Mound in Mt. Gilead (donations recommended) \_\_\_\_\_ n/c  
 Lunch at Pik 'N Pig in Carthage, order and pay individually (cash only) \_\_\_\_\_  
 SLR Restorations complimentary tour \_\_\_\_\_  
 Dinner Buffet at Table on the Green, cash bar \_\_\_\_\_ @ \$35.00 \$ \_\_\_\_\_  
 ODPC BOARD MEETING 3:00 in Camellia hospitality room

### Saturday, April 22

Caravan to "Ederville," private collection \_\_\_\_\_ @ \$10.00 \$ \_\_\_\_\_  
 The Truffle Farm Tour and buffet lunch \_\_\_\_\_ @ \$26.00 \$ \_\_\_\_\_  
 Closing Banquet at Pinehurst Country Club \_\_\_\_\_ @ \$50.00 \$ \_\_\_\_\_

ODPC Cloisonne Bumper Badge (limited supply) \_\_\_\_\_ @ \$60.00 \$ \_\_\_\_\_  
**Sunday, April 23 Farewell Breakfast** included in room rate

**TOTAL DUE NO LATER THAN April 5, 2017**

**TOTAL \$ \_\_\_\_\_**

Please enclose 2017 ODPC renewal form on page 11

Make check payable to **ODPC** and mail with this form to: Mr. Miles White, 104 N. Bentz Street, Frederick, MD 21701  
 Make your hotel reservations directly with Homewood Suites, (910) 255-0300, **no later than March 19**. Mention ODPC for a rate of \$119.00 that **includes a Full Breakfast every morning**. The hotel will have no rooms available after March 19. No Refunds can be made for items or events the Club must pay for in advance. Hotel online booking link:  
<http://homewoodsuites.hilton.com/en/hw/groups/personalized/S/SOPNCHW-ODP-201704/index.jhtml>

**Please bring your name tag - and please bring snacks for the Camellia Hospitality Room**

Questions? Audrey Bronk (910) 949-2420

know where anybody got the cruelly false idea that somebody in his department had dinged the ding—! It outs. Probably nothing in the world outs quite as suddenly and as positively. Every innocent department eagerly proves its innocence, if the thing has to go that far. In that particular, the thought occurs, motor car manufacture has moments as highly exciting as any poker game you ever saw—excluding, of course, those rowdy, Western affairs where cow persons shoot one another with six-pistols, and all that.

Heigho! There is the quality principle. Corrective labor lessens the bonus. Avaunt c. l.; if a piece of work is "scrapped," the department responsible has the error charged against its bonus. There's only one way to win and that is to maintain a high standard of quality in workmanship, avoid waste, and exercise great care to lessen the amount of corrective labor and expense. Then the bonus grows.

As regards the workman, the thing is called a premium and it works this way: Experts go into a department and make what is known as a time study, i. e., a careful record of every little movement and every gladsome moment. They determine the actual time required to execute the piece; then they add 33½ per cent for a liberal margin.

### *Gaining on Father Time*

Every operation is numbered. Let us, then, Class, consider Operation Number Twelve. This is milling the clutch housing, we'll say. The job setter sees to it that the machine tool is in proper condition and starts the workman on his way. The stock keeper gives the workman 10 pieces. The standard time on the operation is 18 minutes. By maintaining a steady, even pace, the workman can do the work in 13 minutes—130 minutes for the 10 pieces, instead of the 180 minutes he is allowed. That gives him credit for 50 minutes he did not work.

He can at once start on another 10 pieces.

There are 218 hours a month—actual working time. But, under the premium system, the average



*Death and Taxes are merely two-tenths of one per cent surer than G. T. Blauvelt when he sets out to calculate premiums in the Time Office. In 30 weeks, Blauvelt made just one mistake—a record of 99.8 per cent efficient. Consequently, extra pay for G. T. B. on every one of 15 pay days.*

workman in the chassis department gets paid for 283.4 hours—about thirty per cent more than his ordinary rate of pay calls for.

Foremen, sub-foremen and "job-setters" work on a bonus basis. Theirs is the task of keeping the department efficient, of making it possible for the workmen to keep up their production. Tools must be kept in proper condition, there must be a full supply of stock on hand, and when "grief" pops up here or there, in one guise or another, they must rush around and shoo it off. They keep busy.

They are paid bonuses for keeping within their cost allowances; increased production of the department; decrease in scrap and corrective labor—below a set standard; decrease in expense, and maintenance of Packard quality throughout.

That is the way Mark Taylor says it works. There are slight differences in the various departments to meet the conditions. In the time office, where the work is concerned chiefly with the wages of the men in the factory, the tasks are considerably different from those in the blacksmith shop or the gear room.

## A NEW BRANCH in the *Financial District*

THEY say that business is good in Wall street. Bear and Bull lie down together in amity, somewhat after the scriptural injunction. In place of Lamb, the *piece de resistance* is furnished by "the big frogs from the little puddles and the little frogs from the big puddle—frogs legs on toast."

To be nearer this feast of plenty, the Packard of New York has opened a downtown sales room in the financial district—in the City Investing Building Arcade, 156 Broadway. There the Twin Six has fit opportunity for the display of grace of line, lustre of finish, luxury of upholstering, and that masterpiece of automobile engineering—the Packard twelve cylinder motor. The establishment is in charge of B. C. Helm.

The idea of establishing a downtown salesroom is to be credited to Emlen S. Hare, who himself is busy enough these days to appreciate the distance between the Brooklyn bridgehead and Sixty-first street.

## AVERY to Manage Sales in *Cincinnati*

FROM the Detroit Branch to Cincinnati, as sales manager of the Citizens Motor Car Company, goes H. W. Avery, junior. He is the dean of Packard salesmen in Detroit and has rolled up a big record for the local branch.

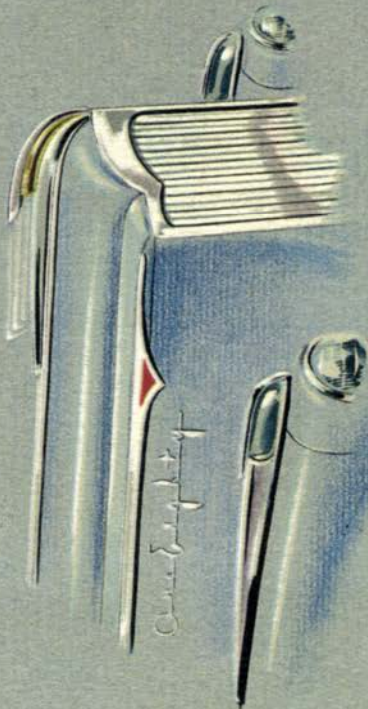
Avery belongs to a prominent Detroit family. He spent an apprenticeship in the factory, learning the motor car business thoroughly from a manufacturing and engineering standpoint.

He is decidedly well fitted for his work in Cincinnati, and is sure to make a great host of friends among the Packard clientele and in J. W. Tarbill's organization.

No question as to what make of car these stunning lines identify! The massive bumper, headlamps in fenders and chrome-and-lacquer cooling grilles are new for 1941.



New power-operated door windows—raised or lowered by pressing a button—head the list of new convenience features for 1941 . . . in all Packard and One-Eighty sedan models.



ABOVE: Beauty with a hidden purpose! Behind the handsome cloisonné medallion this attractive chrome strip serves as the bonnet lock.

AT LEFT: A new insignia in modern script spells One-Eighty and "beauty" at the same time, on the side of the bonnet of these custom cars.



Spotlighted from any angle, One-Eighty styling reveals distinctive, modern beauty. The newly contoured rear deck, curved one-piece window, new bumper and tail lamp treatments are highspots.



Plastic, chrome and lacquer have never been more attractively combined than in the instrument panel of the One-Eighty. Exceptionally tasteful and modern in appearance, this grouping of dials and controls will please you for its convenience and readability as much as for its sheer beauty. The integral radio speaker permits installation of a single-piece reception unit.



John Karalevicz (on right) selling Packard parts to Charlie and Harriett Sadler at the Boxwood Lodge - Winchester - Spring 1971. Bee Hamlin & Herb Hulvey in the background.



Herb Hulvey - Winchester - Spring 1971 Photos by the editor  
Joe Ridenour's 1936 Super Eight



# Gentlemen (and Ladies), START YOUR ENGINES!

Get ready for **Period Petrolia-Palooza** at the ODPC Spring Tour banquet in Pinehurst, NC - April 22, 2017!



**What, you say, is Petrolia?** Word on the street says that, in today's vernacular, it is anything that pertains to cars -- maintenance, accessories, signage, advertising, etc. **And for the ODPC**, it sets our Spring Tour's Saturday night theme. **The Period Packard Committee** is taking off the gloves for this one (except for vintage driving gloves!) and focusing on Period Packard



Paraphernalia— hood suction-mounted window cans and pumps, gas station lubricator oil cans, Packard tar remover, air wiper rags.... Are you *and dirty, nuts-and-bolts*



ornaments, defrosters, gas giveaways, pressure gauges, vintage windshield feeling it? This is going to be a *down*



themed event. (You see, gentlemen, we WERE listening!) **What to wear?** Unless you have period Packard overalls, we suggest attire reminiscent of leisurely days spent touring in your Packard—special times like Sunday drives or lakeside picnics. Don something that conjures up period Packard moments—either from your Packard's era or any other. Members in Period Packard attire will receive a *\* free drink ticket \** and easy access to the bar's supply of nuts...and maybe even bolts.... ..! **We're revved up**



just thinking about **Pinehurst's Period Packard Petrolia-Palooza** (we dare you to say that out loud and NOT smile.) See you in April!

**Your Period Packard Committee,**

Lynn Rogerson, Tamara Ridenour, Susan Myers, Charlotte Koogler & Susan Woolfitt

## WELCOME NEW MEMBERS !

**Armstrong and Carol Lynn Forman Whimsy Meadow**

900 Sabot Ridge Lane - Manakin-Sabot, VA 23103 - H: 804-784-3902 C: Carol Lynn 804-516-8598

**Buzz & Marge Bailey** - 22615 Tally Ho Dr. - Carrollton, VA 23314 - bussbailey1@hotmail.com

**George and Isin Ludlow** - 6201 Hillvale Pl. - Alexandria, VA 22307 - isinludlow@gmail.com

**Austin White** - 104 N. Bentz St. - Frederick, MD 21701 - amw162@gmail.com

**Budd Lacy** - 13294 Greenwood Rd. - Glen Allen, VA 23059 - buddlacy@yahoo.com - 1941 100 sedan



## 2017 ODPC Membership Renewal

Name \_\_\_\_\_

Spouse \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone (\_\_\_\_) \_\_\_\_\_ Email Address \_\_\_\_\_

Work Phone (\_\_\_\_) \_\_\_\_\_ Cell Phone (\_\_\_\_) \_\_\_\_\_

Packard(s) Owned – (For Membership Directory) – Packard ownership not required for membership

Year \_\_\_\_\_ Model \_\_\_\_\_ Body # \_\_\_\_\_ Model # \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_ Body # \_\_\_\_\_ Model # \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_ Body # \_\_\_\_\_ Model # \_\_\_\_\_

**Yearly Dues** (dues are for calendar year and include spouse) .....\$ 20.00

Cloisonné Bumper Badge \$60.00 (\_\_\_\_) at meets, or add \$5.00 shipping. TOTAL ENCLOSED \$ \_\_\_\_\_

Please make check payable to ODPC and mail this form and check to: Craig & Mary Coulombe - 3148 Borge St. - Oakton, VA 22124 - 703-352-4460, or send with Spring Tour registration form (page 7) to Mr. Miles White.

**NEWSLETTER** of the  
**Old Dominion Packard Club**  
16529 Dubbs Rd. - Sparks, MD 21152  
March 2017 April



## FIRST CLASS

Meet Registration Issue



1955 Clipper Custom Constellation - July 20, 1955 - in the Factory Showroom