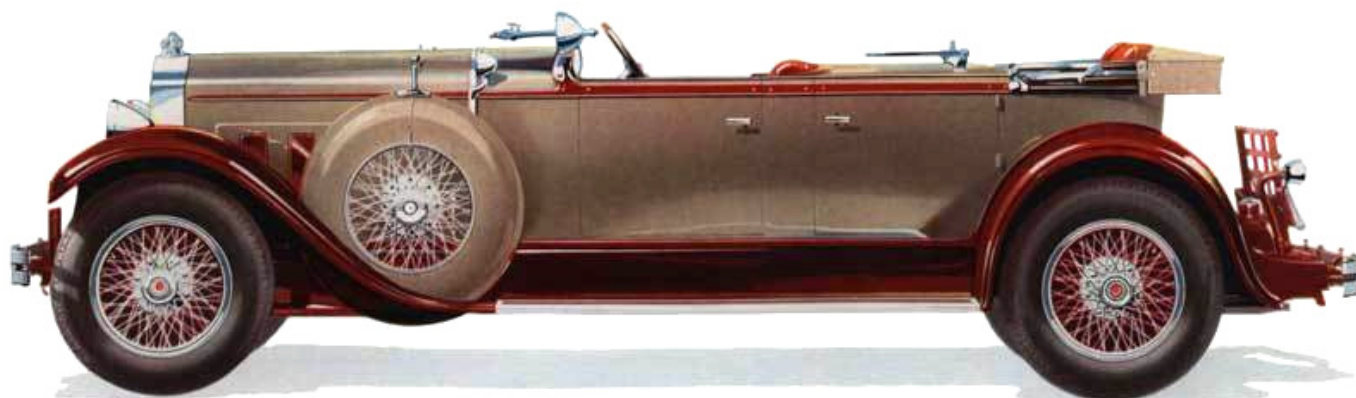


# Newsletter *of the* Old Dominion Packard Club

Final Issue 2013



THE SPORT PHAETON .. FIVE PASSENGERS



# Fredericksburg

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## Great Friends, Great Events, and Great Cars!

*By Jon Hatfield*

Our ODPC Fall Meet for 2013 in historic Fredericksburg had a unique combination of comfortable surroundings and some new events that made the weekend another in the long line of wonderful meets.

On Thursday evening for our early-bird event, over 30 made the trip to the Riverside Center Theater to see a wonderful production of *Les Miserables*. The cast included some really great voices and surpassed other productions seen in much larger and more expensive venues. Although the ODPC crowd got back to the Courtyard after 11:00 p.m., a good time was had by all.

Friday morning, accompanied by perfect weather, we left the hotel and headed our Packards east to Stratford Hall, Robert E. Lee's birthplace. It is a magnificent home on a beautiful site with many wonderful artifacts. After the tour, we went to the restaurant on the property and had a great lunch with plenty of time for catching up with club members we hadn't seen since the Spring Tour in Mayberry hosted by the Inman's. Following lunch, we returned to Fredericksburg at a leisurely pace with several optional stops. Just a few miles from Stratford, we came upon the George Washington's Birthplace Monument. A little further down Route 3, we encountered the Ingleside Winery where many stopped. After the drive back to Fredericksburg, Carl's Ice Cream was a "must" stop and then several drove the short distance to the Classic Car Center. Garland Gentry, our host, showed us several cars for sale, beautiful cars in storage, and his restoration shop--quite an operation and most interesting to car people.

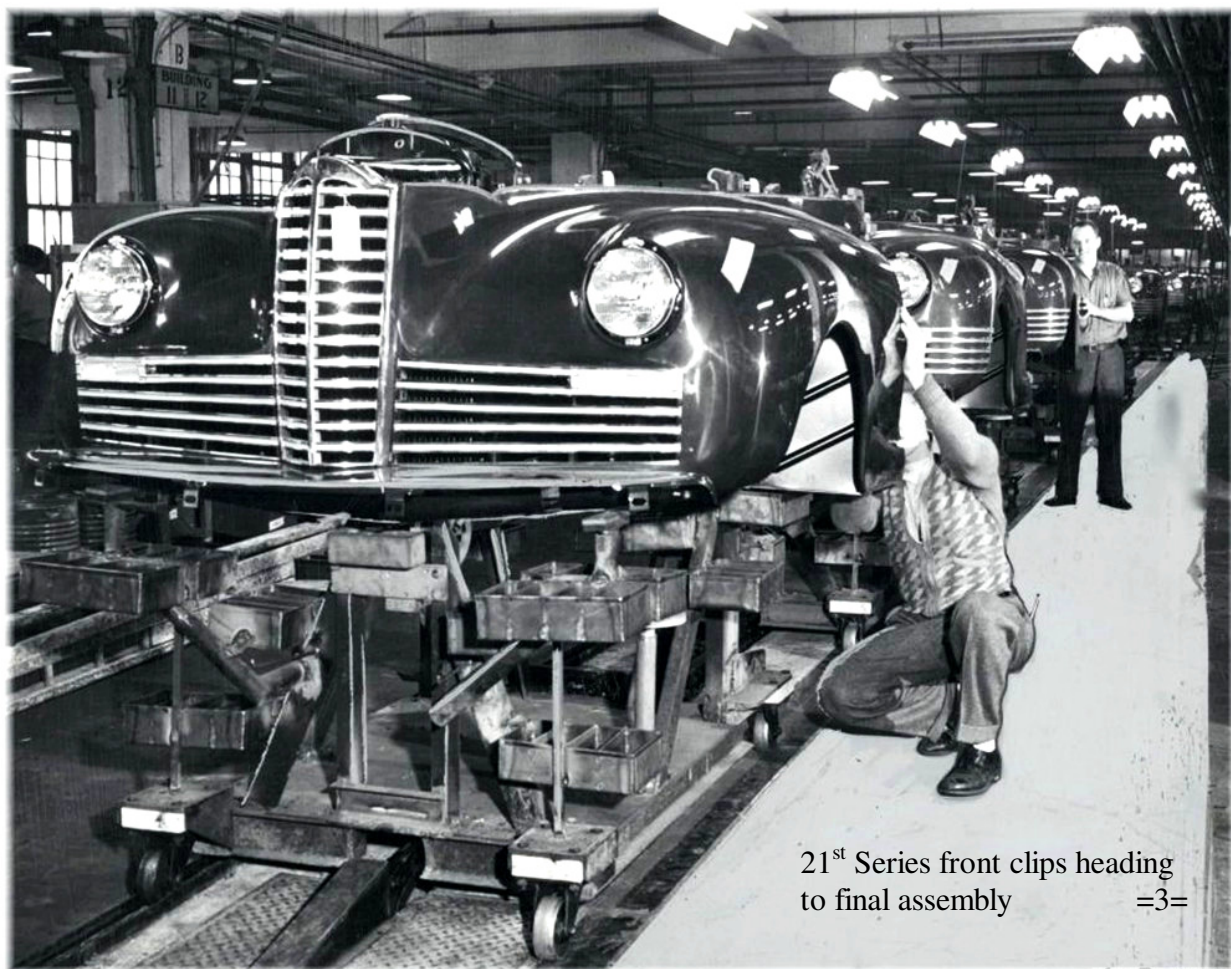
Friday evening was "on your own" for supper, and the historic downtown offered some wonderful restaurants (maybe we need to return to Fredericksburg to try more of them??). The shops offered many treasures including that last minute item for the period dress event at the Saturday night banquet.

Saturday morning, VP Bob Woolfitt had our annual judging event well organized, and the 17 Packards present offered examples from many judging classes. Thanks, Bob and judges.

Saturday afternoon, many of our group opted for downtown and mall shopping, visiting in the hospitality room, or catching one or more of the stops they missed on Friday. Many revisited Friday stops (like Carl's) or the Classic Car Center.

Saturday evening, the hotel seemed transported back to the past with the greatest number of participants in the Period Dress Show ever seen at an ODPC event. Upon arrival at the banquet social hour, all those dressed in period costumes received a free drink. Entering the banquet room, we were greeted by life-size cutouts of Teddy Roosevelt, Marilyn Monroe, Winston Churchill and others. During the great meal, we were treated with Packard TV advertisements. President George Duke conducted a short business meeting and then turned the program over to Lynn Rogerson and the Period Dress Committee. We were treated to an interesting and informative PowerPoint presentation on how clothing styles evolved during the Packard Years--1899 to 1958. Then each period dress participant was introduced and their outfit described as they paraded through the room. All agreed that the Period Dress event was the best ever!

Sunday morning, Packards and their caretakers left Fredericksburg and made their way back to their respective homes. Another ODPC weekend was completed, and we all started looking forward to our 2014 Spring Tour hosted by Dwight Heinmuller. Thanks to all who attended our meet in Fredericksburg. If you missed it, you missed a great time!



21<sup>st</sup> Series front clips heading to final assembly =3=

## Fall Fredericksburg Attendees and Vehicles

Robb - '36 2 Door Touring Sedan	Bob and Carol
Fulghum - '48 Station Sedan	Jim & Kelly
Frankl - '41 110 Sedan	Dan & Liz
Kerr - '35 12 Coupe Roadster	Orin and Ainsley
White - '32 8 901 Sedan	Miles
Seibel - '49 Custom 8 Sedan	Gil & Kay
Rogerson - '53 Clipper Sedan	Lynn, Olivia & Don Kahler
Hildebrand - '56 Caribbean convertible	Blair
Coulombe - '55 Clipper Constellation	Craig, Mary & Guest
Ridenour - '39 120 Convertible Sedan	Jim, Tamara & Guests
Inman - '38 "8" Coupe Roadster	Tom & Donella
Owen - '37 Six, Touring Sedan	Jim & Mary
Duke - '37 Super 8 Victoria	George
Hatfield - '41 160 Convertible Sedan	Jon & Donna
Brooks - '55 Caribbean	Tom
Woolfitt - '34 12 Formal Sedan	Bob
Powell - '55 Caribbean	Bob
Montague - '32 900 Coupe Roadster	Bob & Dudley Brown
Susan Myers - Mini Cooper	Susan
Stoltzfus	Dick & Lori
Koogler - '58 Hawk	Glenn & Charlotte
Obenschain - '40 160 Sedan	Richard & Claudette

List compiled by Miles White

# Old Dominion Packard Club

Spring Tour ~ April 24-26, 2014

Lancaster County, Pennsylvania

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## *Bird-in-Hand Family Inn & Restaurant*

Bird-in-Hand, Pa, PA Route 340,  
6 miles due east of Lancaster City



Wed., April 23 - early arrivals

ODPC Board Meeting

Group dinner at Good & Plenty (2 miles from motel)

Hospitality Room all day (each day)

Thurs., April 24

Drive by Packard Lancaster building

President James Buchanan's *Wheatland*, Lancaster

Lunch on-your-own

Columbia Watch & Clock Museum, Columbia

evening free

Fri., April 25

Strasburg Railroad with lunch on the train

Railroad Museum of Pennsylvania

Dinner at Plain & Fancy (near motel)

Sat, April 26

*The Bridges of Lancaster County* - Covered Bridge Tour

Wilbur Chocolate Co., Lititz

Lunch on-your-own

Closing Banquet at motel restaurant

Motel is where last Lancaster County Spring Tour was held in 1990

Rate is \$99.00, plus tax

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dheinmuller@gmail.com

Keystone Packards, Packards East, Long Island Metro,  
Mid Atlantic Packards, East Grand Packards and Packards Virginia  
are cordially invited to participate in any or all of the events

The Packard



DRAWN BY HENRY THIEDE FROM A PHOTOGRAPH

## The Autocrat of Fifth Avenue

**I**N pursuit of the butterfly with star dust on its wings, we stumble over the more tangible things that are crying for utterance in our very midst. When we showed by figures that the Packard is the dominant car at touring centers both at home and abroad, we were going far out of our way to establish a self-evident fact. The proof of the whole proposition can be seen any day in New York.

We all make the same mistake. You were probably impressed by the touring figures while you ignored the visual evidence of the street parade. It may be because you see Fifth avenue oftener than you see Paris or the White mountains.

The New York Herald statistics, based on registration at mountain touring centers in the east, showed that the Packard led its nearest competitors in the ratio of two to one. Registrations in the Paris edition of the same paper showed that 53 per cent of all the cars driven by American tourists abroad are Packards and that there are three times as many

Packards in the list as cars of any other American make.

These figures do not tell half the story. Take a stroll on Fifth avenue any pleasant afternoon and see for yourself which is the dominant car. This obvious mastery of the situation has been established where competition is the keenest in the world. There are some three thousand Packard cars on the road in what we call metropolitan territory, which includes Manhattan, its adjoining boroughs and some of the neighboring towns.

Packard service has been a vital factor in bringing this about. To back up its beautiful establishment at Broadway and Sixty-first street, the Packard Motor Car Company of New York has an immense eight-story service building at Long Island City, and a sales and service branch for Jersey in Newark. Recently the facilities were still further augmented by a Brooklyn branch which provides a new sales and service depot at Flatbush and Eighth Avenues.

# Old Dominion Packard Club – Officers for 2014

President	Bob Robb	<a href="mailto:packrobb@verizon.net">packrobb@verizon.net</a>
Vice Pres	Bob Woolfitt	<a href="mailto:rwoolfitt@cox.net">rwoolfitt@cox.net</a>
Treasurer	Miles White	<a href="mailto:301milesfromnowhere@gmail.com">301milesfromnowhere@gmail.com</a>
Secretary	Clare Brooks	<a href="mailto:clarecbrooks@hotmail.com">clarecbrooks@hotmail.com</a>
Projects	Miles White	
Editor (appointed)	Dwight Heinmuller	<a href="mailto:dheinmuller@gmail.com">dheinmuller@gmail.com</a>

## *Welcome to The Old Dominion Packard Club*

The Old Dominion Packard Club (ODPC) was founded in 1958 to preserve and enjoy Packard motor cars and the interesting and diverse history of the Packard Motor Car Company. 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.

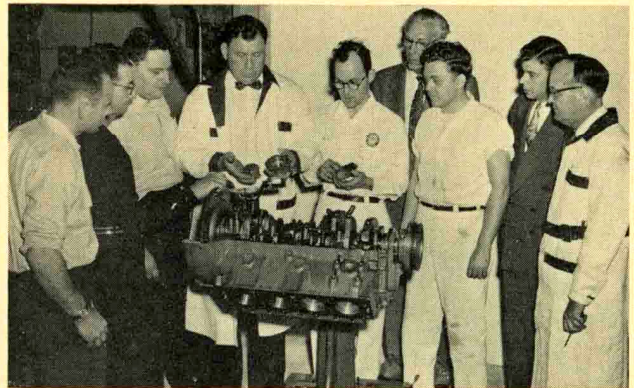
**For Sale** – 1937 Packard 115C Touring Sedan, dark gray. In storage for last 40 years since shaft broke on water pump. Unrestored original paint and upholstery; needs rear and side glass, paint and minimal body work. New wide whitewall tires and tubes. Spare transmission included. I am 3<sup>rd</sup> owner. Asking \$5300 or best offer. John Pence -10900 Milburn St. - Fairfax, VA 22030 – (703) 691-0190

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V-8 Engine School—Raleigh, N. C.  
Instructor: G. H. Yeager



V-8 Engine School—St. Louis Zone  
Instructors: Gene Bunz and Harold Seiter

## Caribbean Carburetors

55th Series

The Packard "Caribbean" is equipped with two Rochester Model 4GC Carburetors. Externally, there are only two differences in appearance—the idle speed stop screws and the fast idle cams.

The following lists the identification points, specifications and a step-by-step outline of the correct linkage and idle adjustments for this twin 4-barrel carburetor installation.

### IDENTIFICATION

The front carburetor has an idle speed stop screw "A" (Fig. 1) with an elongated head. The rear car-

buretor has an idle speed stop screw "B" with an ordinary screw head.

The front carburetor has a fast idle cam "C" with three steps while the cam "D" on the rear carburetor has only one step.

### ADJUSTMENTS

For proper engine performance, it is very important that the linkage and engine idle be properly adjusted. Before adjusting the carburetor linkage and idle, check for proper adjustment of the throttle valve lever on the transmission and the accelerator pedal rod lever under the floor board.

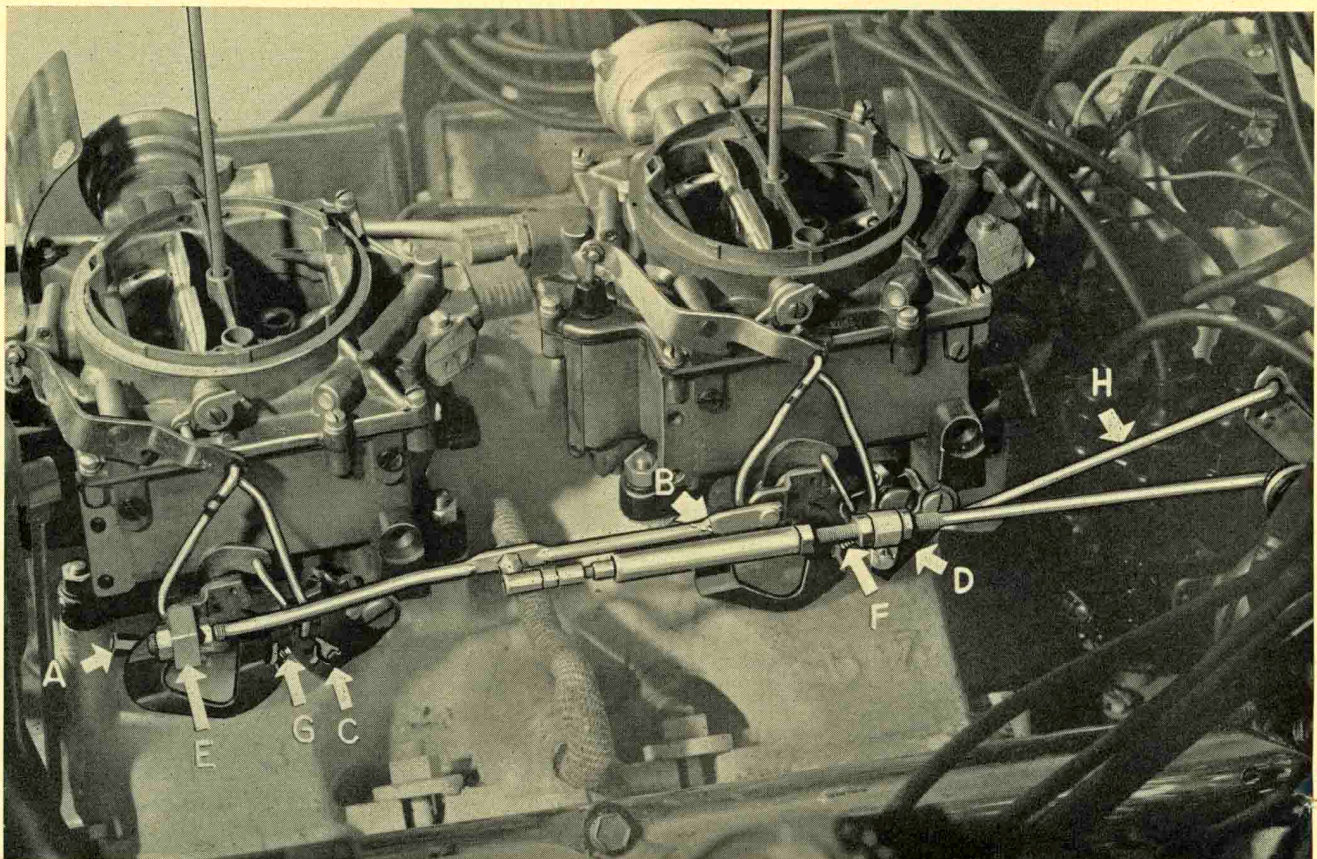


Fig. 1

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1. Loosen the two jam nuts next to the pin "E" (Fig. 1) several turns.
2. Loosen the two jam nuts several turns at the forward end of the transmission throttle rod "H."
3. Back out the front and rear carburetor idle speed screws "A" and "B" until the throttle valves are closed.
4. While holding the front carburetor throttle lever tightly closed, adjust the jam nuts at pin "E" so that the pin works freely in the throttle lever and then tighten the jam nuts.

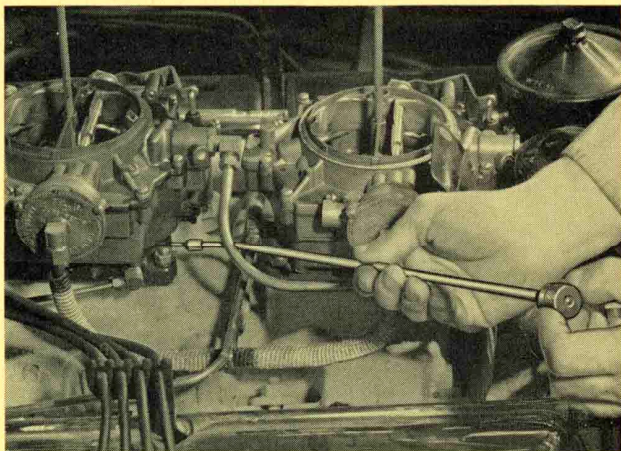


Fig. 2

5. Turn in the idle speed screw "A" on the front carburetor until it makes contact and then turn it in one additional turn.
6. Turn the four idle mixture needles (two each carburetor Fig. 2) all the way in and then back them out one complete turn. The special tool shown will aid in the idle mixture needle adjustments.
7. After the engine is warmed up, adjust the front carburetor idle speed screw "A" to obtain 400 engine RPM with the transmission selector lever in drive position. NOTE: The rear carburetor idle speed screw "B" is not used, therefore, leave it at the position described in item 3.
8. Adjust the idle mixture needles to obtain a smooth idle. This can usually best be done by turning each needle into its lean "drop-off" point (as noticed by a drop in tachometer and vacuum gauge readings), counting the turns while turning the needle out to its rich "drop-off" point, then returning the needle to a position midway between the two "drop-off" points. Repeat with each needle. Suggested sequence: right rear, right front, left front, left rear. Adjust for the highest possible RPM and vacuum readings. Re-adjust front carburetor idle speed screw "A" to 400 engine RPM if necessary.
9. Raise the rear carburetor fast idle cam "D" so that the adjusting screw "F" rests on the high step on the cam. Adjust the fast idle screw to obtain 2300-2350 engine RPM and then drop the cam away from the screw.
10. Raise the front carburetor fast idle cam "C" so that the adjusting screw "G" rests on the high step on the cam. Adjust the fast idle screw to obtain 1850 engine RPM and then drop the cam away from the screw.

NOTE: Due to inaccessibility of the fast idle screws on both carburetors at low idle position, it will be

necessary to shut off the engine and partially open the throttle to adjust the fast idle screws.

11. With the engine idling at 400 RPM, apply a slight forward pressure on the transmission throttle rod "H" and move the rear jam nut up to the adjuster, move the front jam nut up to the adjuster and tighten. Make sure that the alignment of the adjuster is such that it does not bind when opening and closing the accelerator.

12. Install the air cleaners and readjust the idle speed and idle mixture if necessary.

### SPECIFICATIONS

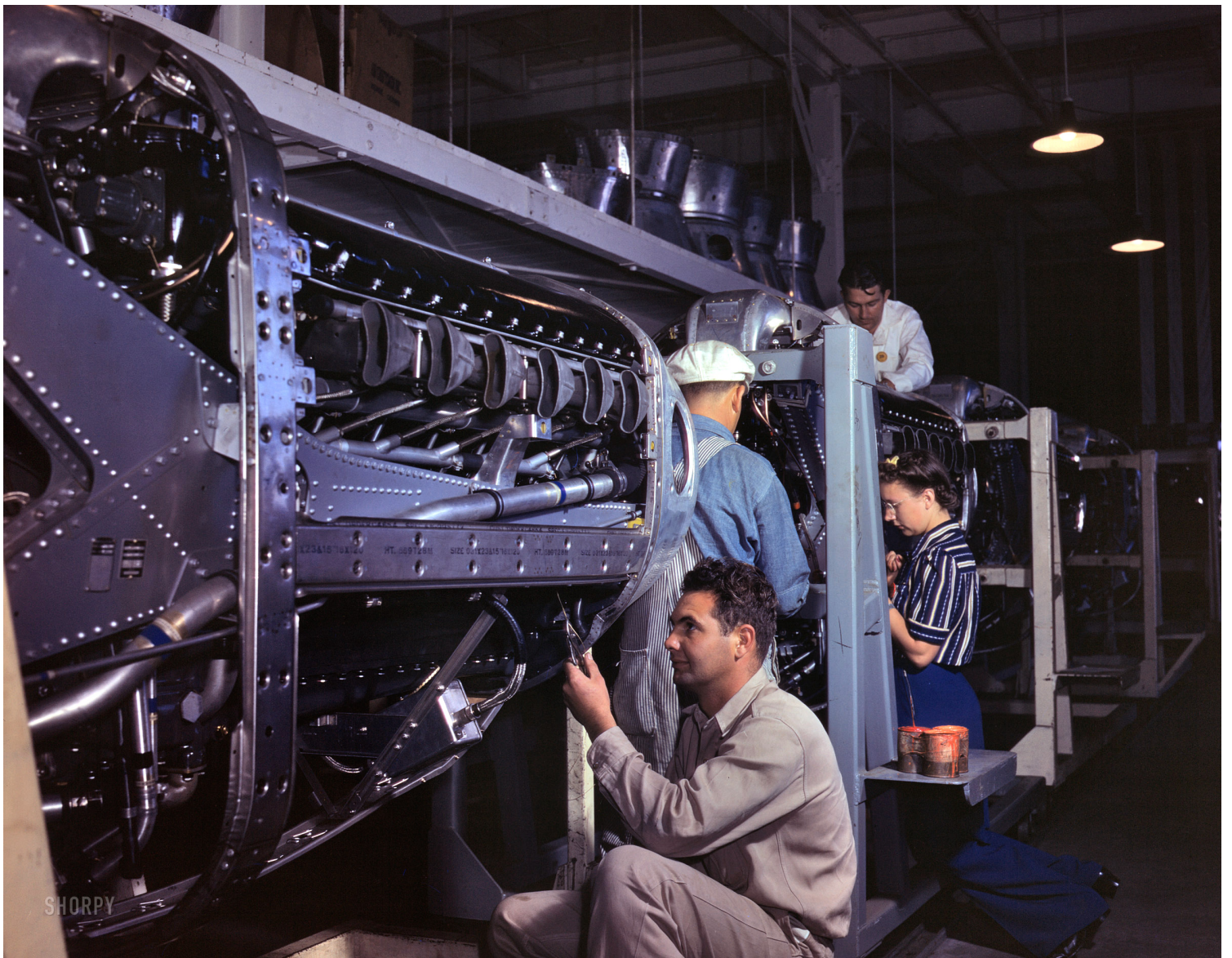
	Front	Rear
Make and Type	Rochester 4GC	Rochester 4GC
Bore Size	1-5/16" Four Barrel	1-5/16" Four Barrel
Main Venturi	Pri. 1-1/64", Sec. 57/64"	Pri. 1-1/64", Sec. 57/64"
Float Setting	1 5/8"	1 5/8"
Float Drop	2 1/4"	2 1/4"
Measured From	Float Bottom to Cover Gasket	Float Bottom to Cover Gasket
Main Metering Jet	Pri. .049", Sec. .044"	Pri. .049", Sec. .044"
Idle Tube	Pri. .030"	Pri. .030"
Idle Needle Hole	.040"	.040"
Pump Discharge Jets	.028"	.028"
Idle Adjustment Turns Out	1 to 1 1/2	1 to 1 1/2
Idle Speed—400 Eng. RPM Shift Lever in Drive	400 RPM	400 RPM
Choke Adjust- ment	1 Notch Lean	1 Notch Lean
Pump Rod Adjustment	1-3/32"	1-3/32"
Choke Rod Adjustment	.052"	.035"
Unloader Adjust- ment	.150"	.150"
Idle Vent Adjust- ment	.063"	.063"
Fast Idle Adjust- ment	.020"	.030"
Secondary Lock- out Adjustment	.015"	.015"
Secondary Con- tour Adjustment	.015"	.015"
Fast Idle RPM	1850 RPM	2300 RPM

### STARTING THE ENGINE All 55th Series

- a. Position gear shift or selector lever in neutral or park position.
- b. Engine Cold—Depress accelerator pedal to floor once, then release (this presets automatic choke and throttle).
- Engine Warm—Hold accelerator approximately one-third open.
- c. Turn ignition key clockwise to crank engine. Release pressure on key when engine starts.
- d. If engine does not start in reasonable time, hold accelerator pedal to floor (without pumping) while continuing to crank the engine.

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Figure 3 illustrates the handy idle mixture adjusting screw tool and may be ordered under Tool No. J-6044, direct from the Kent-Moore Organization, Inc., 3044 W. Grand Blvd., Detroit 2, Michigan. Price \$6.95.



New Packard-built Rolls Royce Merlin Aircraft Engines being installed at an unknown aircraft factory  
1936 Endurance Run at The Proving Grounds – Carl Altz Collection

=10=

