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# Packard Digest

*"Compiled for Packard Enthusiasts Everywhere."*

***July - August 2020***



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



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**On the Cover:** *Lois and Neal Porter II's granddaughter Rachel and her new husband Travis riding in the rumble seat of her grandparents' 1937 Twelve Convertible Coupe, just after their wedding ceremony,*

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## The Packard Digest



The 1936 Packard Twelve Limousine for Seven Passengers



### SACRIFICE

THIS PACKARD has just been checked in at the Packard Proving Grounds. A superintendent says you'd thrill to call your own. Yet—this is one Packard you cannot buy.

Why? . . . Because this is one of those Packards which from time to time are scuttled from the delivery line and landed out to the Packard Proving Grounds, there to be mercilessly abused, racked, tortured—deliberately destroyed if possible.

No one at the factory knows when one of these sacrificial Packards is going to be thus "killed rapped"—no one knows which Packard is the next to be so doomed. But doomed it is—to thousands of flying miles on the world's fastest concrete speedways at wide-open throttle . . . to

dozens of grinding, wrenching miles through the most head-on "bad lands" to prove they have been able to deliver.

Why? . . . Because Packard is constantly searching for any way in which we can build into Packard cars still greater surpluses of strength, safety, endurance, quiet power.

Such unending self-examination is one of many reasons why today Packard has the largest fine-car clientele in the world. More large Packards are in use in America than any three other fine cars combined.

But—more important to you today are the contributions of the Packard Proving Grounds which have gone into the beautiful Packards for 1936—contributions that have helped make

these cars beyond shadow of doubt the finest and most invincible in Packard history.

They await your inspection at your Packard dealer's. We simply ask that you measure them against any other cars that 1936 can offer you.

#### PACKARD

*Eight Super Eight Twelve  
Packard 120*

ASK THE MAN WHO OWNS ONE



## The Steering Column

*Kevin Luedtke, Executive Director*

I hope this latest issue of **The Packard Digest** finds you all doing well, and that your friends and loved ones are safe and healthy also.

As you all well know, the COVID-19 virus keeps affecting all of us, with no end in sight at this time. Although the pandemic has claimed almost all of the summertime car events since the last issue of **The Packard Digest**, it's worth repeating that we should not lose sight of the pleasure that we can still have, safely, with our cars. Working on your Packard, researching your Packard project, and most certainly driving your Packard are still enjoyable and safe. Look for Past Executive Director Dave Marold's article regarding our plans for the 2020 edition of **Ten Days of Packard**. What a great excuse for taking out the Packard and going for a pleasurable drive!

I hope that everyone continues to stay safe during these extraordinary times, and I look forward to the days when we can once again gather together to enjoy our Packards! Please look out for yourselves, your families, and each other.

The "From The Editor" column will return as soon as we locate a new editor for **The Packard Digest**.

Happy Packarding!

Kevin Luedtke, Executive Director



# Remembering Long-Time MCP Member Nester Lipischak – 1932–2019

*Dave Dolby and Dave Marold*

It is with sadness that we announce that we recently learned that long-time Motor City Packards' member, Nester Lipischak, passed away at the age of 87 last year. We last saw Nester with his son Kevin at the membership meeting at the Packard Proving Grounds in the Fall of 2018. He maintained his membership in Motor City Packard right up until his passing.

Nester was an early member of the club and an active contributor to MCP in many ways, including being a member of the Activities Committee. He presented the "Meet Participation Award" at the 1980 Annual Banquet held at the Dearborn Country Club when Joel Ray was Executive Director. He was also a co-auctioneer with Neal Porter of car parts and other items of interest at some of our annual picnics.

He loved his yellow 1937 Packard 120 convertible coupe and it was often seen around the metro Detroit area, including at the old Carnival of Cars shows at the Packard Proving Grounds. He and his family would also bring it to our annual Perrysburg meets. In the 1980's, a major source of funding for MCP was the display of our Packards at shopping malls such as Somerset, Orchard Lake, Meadowbrook and Lakeside, and Nester's car was displayed at many of them.

Nester was easily recognizable with his handlebar mustache, big smile, ready laugh, and colorful dress. Motor City Packards appreciates Nester's many contributions to our club and offers our sincere condolences to his family.

*(Photo © 2011, The Detroit News)*







# Call For Nominations: MCP Executive Board of Directors 2021-2022

***Graham Kozak, Assistant Executive Director***

It's fair to say that 2020 has thrown us all a curveball: At the start of the year, who could have imagined that we would be largely unable to gather with family and friends in the spring due to the ongoing COVID-19 situation, or that the events, shows, and MCP activities we all look forward to would be postponed or called off?

Through all this, the Board of Motor City Packards has endeavored to stay true to our guiding Vision (*even as our actions have necessarily occurred in the background*). This Vision is as follows:

*MCP's aspirational Vision is to be a growing, vibrant, and financially sound social organization which proactively furthers the knowledge of the Packard Motor Car Company, its landmarks, and its products. The Club is recognized in southeast Michigan, as well as nationally and internationally, for its collaborative, wide-ranging, and socially-relevant educational efforts to maintain the Packard heritage. As a premier region of PAC, MCP promotes a welcoming, inspiring, and inclusive atmosphere that encourages camaraderie across the spectrum of Packard owners and enthusiasts.*

We still believe strongly in this Vision, and going forward, the Club needs new and younger Board members to successfully achieve it. As we move onward through what has been one of the most unusual and difficult years in recent memory, your energy, enthusiasm, and dedication is particularly vital. While experience is not essential (*you will be teamed with other*





*experienced Board members*), a genuine interest in MCP and its future success—in 2021 and beyond—is essential.

Remember, this is your Club, and your community. Participation at the Board level offers you the opportunity to guide its direction and shape its future.

Four Board positions are formally open for the 2021-2022 term:

- Executive Director
- Assistant Executive Director
- Secretary
- Digest Editor

The role of Digest Editor is presently open, with Executive Director Kevin Luedtke acting as interim Editor; if you have an interest in stepping in to that role, please contact a Board member.

Thumbnail descriptions of the open Board positions follow. Please refer to the Bylaws, available on the MCP website, for the formal, more detailed position descriptions.

### **Executive Director**

- *Preside at all Board meetings, and set the Board agenda*
- *Write comments for each issue of the Digest*
- *Represent MCP within the national Club*
- *Must have completed a full term as a Board member*

### **Assistant Executive Director**

- *Act on behalf of the Executive Director in his/her absence*
- *Manage the annual Board election process*
- *Proactively manage the MCP Facebook page*



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### Secretary

- *Attend all Board meetings; record and publish the minutes-*
- *Manage the Club's Records Retention process*

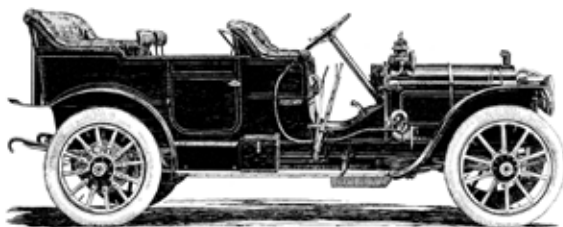
### Digest Editor

- *Create The Packard Digest six times per year*
- *Solicit content for the Digest from the Board and MCP membership*
- *Arrange for printing and distribution of the Digest (and a Membership Directory in odd-numbered years)*

### All Board Members

- *Actively support the Executive Director in his/her efforts to achieve MCP's Vision*
- *Bring forward ideas to help deliver MCP's Vision*
- *Bring enthusiasm, collaboration, and commitment to the activity of the Board*
- *Take on special assignments as requested*

Please take this opportunity to nominate yourself (*or, with their agreement, another MCP member*) for a Board position. Please send your nominations to Graham Kozak (phone: 313-580-4096 email: [graham.kozak@gmail.com](mailto:graham.kozak@gmail.com)) by September 1, 2020.





## Packard Proving Grounds Annual Open House Cancelled for 2020



The Annual Packard Proving Grounds Open House, originally planned for October 18, has sadly become a victim of the COVID-19 pandemic.

The PPG announced in late July that there would be no 2020 open house event, but was looking forward to better conditions next year that would allow it to return for 2021.





# The Third Annual “Ten Days of Packard” – August 14 – August 23, 2020 AKA The “Free the Packards Celebration!”

*Dave Marold, Immediate Past Executive Director*



*Paul Pebbles’  
1947 Packard  
Super Clipper  
took his middle  
daughter (Sarah)  
and her friends  
to homecoming  
in Novi as part  
of Ten Days of  
Packard*

There is Good News! COVID-19 has not infected any Packards yet, regardless of whether they are prewar or postwar! And, your car does not have to wear a mask! However, there are numerous reports of Packards getting restless from the stay-at-home orders that have resulted in them being stuck in garages and storage facilities. There are no reports of cars getting fat and hopefully the mice and insects are not feasting on your Packards either. While we still have restrictions on people gathering, there are no restrictions on taking your Packards out for a drive. In the state of Michigan, even if you have collector-style car license plates that



Ed Ostrowski's 1951 Packard Patrician at Kellogg Park in downtown Plymouth MI.

restrict your cars from frequent and non-event use, you can drive your car as much as you want and anywhere you want in the month of August, not just to car shows. So why not do your car a favor, yourself a favor, and the world a favor, and drive your Packard to anywhere you want. Then be sure to take a picture of your Packard while it's out-and-about and send it, along with a description of your car and where it was taken, to our Executive Director, Kevin Luedtke, at [ktl711@mac.com](mailto:ktl711@mac.com). Then, watch for your Packard to become famous on our Motor City Packards' Facebook page (<https://www.facebook.com/MotorCityPackards>)!

As you may recall, Ten Days of Packard (TDOP) is essentially a do-it-yourself event which this year runs from Friday, August 14 through



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*A couple of future Packard owners enjoy a DQ break in South Lyon MI during TDOP 2019, after a bouncy ride in the rumble seat of MCP member Tim Schafer's 1929 Model 633.*

Sunday, August 23. The purpose is to get your car out whether it is to a local park, a favorite hangout or place in your town, the Packard Proving Grounds, the Packard Plant, a drive-in movie theater, or just to go for a ride. See some example photos above from previous years. The Packards always draw thumbs' up, smiles, and you may have to explain that Packard was not part of General Motors!

We are hoping for a really big turnout this year, and we plan to feature as many of your pictures as we can on the MCP Facebook page (<https://www.facebook.com/MotorCityPackards>) and later on the MCP Website (<http://www.motorcitypackards.org>) and then in **The Packard Digest**.

If you have any questions or suggestions, please don't hesitate to give me a call at 248-349-0094 or email me at [dmарold@gmail.com](mailto:dmарold@gmail.com)





## Buildings on Former Packard Plant Site Put Up For Sale for \$6.95M

*Susan Selasky, Detroit Free Press, July 8, 2020*

Two buildings and surrounding property that were once part of the sprawling Packard Plant complex on Detroit's east side have been put up for sale.



The properties, owned by Tsanwood LLC., have a \$6.95 million price tag and include 180,000 square feet of office and warehouse space, according to a listing on Loopnet.com. The properties at 1600 and 1634 E. Grand Boulevard, between Mount Elliott and Van Dyke, are also available for lease.

Tsanwood, according to Crain's Detroit Business, is owned by Rick Portwood of the Display Group and AVL Creative, a Detroit-based event management company. The group's headquarters is in the historic



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Packard Building 22 in another part of the historic factory complex that produced luxury Packard automobiles until the mid-1950s.

“I would prefer not selling it because it’s a great property,” Portwood told Crain’s. “If somebody is interested in paying that kind of money for it, we would take it, but if I would have my druthers, I would prefer a tenant coming in because I don’t want to sell it.”

The listing agent is L. Mason Capitani Inc., in Troy.

The properties include nearly 68,000 square feet of warehouse space that’s suited for cannabis growing, according to the listing. There’s 10 acres in all for both properties, bay exterior truck wells and 7 acres of secure, gated parking.

One of the buildings is formerly known as Building No. 82, where Packard built marine engines, according to Crain’s. It’s on the same block and adjacent to the former Packard Plant administration building.

The buildings are not part of Fernando Palazuelo’s ownership of the Packard Plant buildings and properties. Palazuelo, a Peru-based developer, bought the Packard Plant in 2013 for \$405,000 at a Wayne County tax foreclosure auction.

Palazuelo, who hails from Spain, announced a redevelopment plan in 2017, often cited as ambitious, of parts of the 40-acre factory complex. Arte Express, Palzuelo’s company, is leading the redevelopment, though the project has been slowed because of the coronavirus pandemic.

The first of Palazuelo’s four redevelopment phases would transform the old Packard administrative building, 1580 E. Grand Blvd., into 121,000



square feet of commercial office space as well as a gallery and an events venue that is large enough for weddings.

A small nearby building at 1651 East Grand Blvd. will be renovated more or less concurrently and house a future restaurant, according to Kari Smith, director of development for Arte Express Detroit. Construction and redevelopment for Phase Two, a recreational center whose specific purpose hasn't been announced, could start next year.

*(Editor's Note: **The News** is quoting old information here. Both the restaurant and Phase Two have been placed on hold. Kari Smith left Arté Express over a year ago.)*

Free Press staff writer J.C. Reindl contributed to this report.

Contact Susan Selasky: 313-222-6872 or [sselasky@freepress.com](mailto:sselasky@freepress.com).  
Follow @SusanMariecooks on Twitter.

*Thanks to our Treasurer, Paul Gallagher, for passing along this link!*



*Looking east from Mt. Elliott towards the former Packard Aviation and Marine Engine Division building. Part of the complex is now a cannabis grow operation, and the offices of Fernando Palazuelo and Arté Express are located on the third floor of this building.*



# More Memories From a Packard Toolbox

**Joe Seitz**

Here is another installment of photos of interesting tools that had been handed down to me by my father, Edgar Seitz. He was the Service Manager at Packard's downtown factory showroom at 574 E. Jefferson. The service garage entrance was on the opposite side of the building, at 574 E. Woodbridge.

Picture 1: This is a wrench used for removing the serrated caps on Delco shock absorbers on the front suspension. I am fortunate to have two examples of these relics. In the upper left portion of the photo, you can see that an area was ground off to give access to on-the-car service. The circular interior surface of the wrench has serrations in it to fit the caps. A light tap of a hammer puts them on.

Picture 2: This is a shop towel/shop rag removed by a worker as he was cleaning out the factory. My father eventually gave it to me, and I keep it as a keepsake.



*The E. Jefferson  
Factory Branch of  
the Packard Motor Car  
Company, as it appeared  
soon after it was built.*



*Picture 1: Edgar Seitz' Delco shock absorber cap wrench (Joe Seitz photo)*



*Picture 2: Packard factory shop towel/shop rag, salvaged at the closing of the Detroit factories. (Joe Seitz photo)*



# Image-Maker Honors Packard

***Vahan (Van) Nazarian***

Our fellow MCP member, Vahan (Van) Nazarian, has been creating automotive images since 1963.

While attending Wayne State University as an Industrial Design major in the early 1960s, Van simultaneously majored in Transportation Design at Arts & Crafts, the forerunner to today's CCS, the College for Creative Studies.

During his time at Arts & Crafts, his instructors included Homer LaGasse, who designed the 1954 Oldsmobile F-88 concept car while at GM, and later became Chief of Ford's Advanced Styling while teaching design at the school. Homer basically was responsible for the Transportation Design program at CCS. At Ford, Homer's team designed the Ford GT40.

A second influencing instructor at Arts & Crafts was Bob McCrea, Chief of the Corvette Sting Ray Interior Design Studio.

Learning automotive rendering during the 1960s was a basic course requirement. All design renderings were executed either with Windsor-Newton® Gouache paintings on illustration board, on Canson Mi-Teintes® paper using Prismacolor® pencils, or on Vellum using Magic Marker® and Negro® pencils. The 3D models were executed in clay for final presentation. Computer programs like MAYA, 3DS MAX, and ALIAS would not be invented for several years yet. Today, CCS students use Computer-Aided Design (CAD) programs to create their designs, and then send the digital CAD files to a 5-axis Computer Numerical Control (CNC) mill for execution of their 3D model in high-density foam.





Having taken several photography classes at WSU in previous years, and learning automotive rendering at Arts & Crafts, it was a natural progression to combine both disciplines and to start shooting transportation subjects. Of the thousands of images photographed over the years, Packard ranks high as a favorite car for Van to create his custom artwork around.

One challenging project for Van was to create presentation art for Tom Tuls' 1931 Packard roadster by LeBaron, while it was on location in front of the Music House Museum during the 2016 PAC Nationals near Traverse City.

Mr. Tuls' car was parked within the circle of cars displayed in the parking lot, while a 1905 Packard race car was positioned where he wanted Tom's car to be – on the lawn in front of the Museum entrance. Unfortunately, Tom was not allowed to move his car, and the Packard race car was to parked there for the duration of the event. However, the race car would periodically leave with passengers for a drive around the parking lot. Eventually, the desired portrait was captured!

Please enjoy the following examples of Van's Packard tribute art – Custom artwork created to showcase automotive treasures.

If you would like to learn more about Van's creations, you can contact him at: [carshots@mac.com](mailto:carshots@mac.com)





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*Above: The Packard race car on the front lawn.*

*Below: The 1931 Packard roadster by LeBaron in the circle.*





A large, ornate, cream-colored vintage car with four large round headlights and a prominent grille, parked on a grassy lawn. A red "Cadillac" script logo is visible in the upper right corner of the image.

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Left: More artwork created for a  
Grand Classic show in  
Dearborn MI.

Below: The late MCP Member  
John Sullivan's 1934 Packard

Auto pioneer Alexander Winton never built a car in Detroit but he was unwittingly instrumental in the establishment of the Packard Motor Car Co. when a car he sold to James Packard broke down. Henry Ford once interviewed for a job at Winton's Cleveland factory, but Winton was unimpressed and declined to hire him. Packard (1864-54): James (left) and William Packard (right) founded the Packard Electric Co. in 1880 and started making arc lamps, in effect, in Cleveland. James Packard purchased the 1881 horseless



carriage produced by Alexander Winton. On the 80-mile drive back to Warren, Ohio, it quit running, the finally reached home, towed by a team of plow horses.

Packard returned to the Winton factory and gave Alexander Winton his constructive criticism. "If you're so smart, maybe you can build a better machine yourself," the short-tempered Winton retorted. Packard did. Henry B. Joy was looking for a way to get into the new auto industry. He went to New York in 1901 to shop for an automobile company, accompanied

*Packard was the leading luxury car of the 1930's.*



*This is a 1934 Packard Touring Club Sedan*

by his brother-in-law, Truman H. Newberry.

They were impressed with the Packard, purchased one and drove it back to Detroit. Joy advised Newberry, Russell A. Alger, Jr., Philip H. Alvin, Oliver H. Perry, Jr., Joseph B. Ryan and Charles A. Townsend, all members of old-money Detroit families, to meet at his hotel to form the Packard Corporation in Detroit.

Early 1902, the company commenced a new factory in Detroit on a 10-acre plot on East Grand Boulevard, the open land of the city then. The structure was 100,000 sq. ft. with 150,000 sq. ft. of space. Buildings at the site included the first structurally reinforced concrete factory in the world.

Eventually Packard had 24 buildings on 60 acres.

Packard survived the Great Depression through clever marketing and less expensive cars. After

World War I Packard continued to produce middle-price

Open cars which cheapened its image.

By 1934, sales were down to 27,000 and Packard merged with

Studebaker. The last "big"

Packard was produced on June 3, 1938. The

1937 and 1938 Packards were re-badged

Studebakers, and the name "Packard" disappeared after 1938.





*Above: Remembering the late Richard & Linda Kughn,  
and their beautiful 1931 Packard.*

*Photo taken on April 25, 2010 inside the  
Packard Proving Grounds Repair Garage.*



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### Designed by the Wizards of "Ah's!"

WATCH the envious glances—hear the enthusiastic "Oh's!" and "Ah's!"—when this sleek, glossy Packard convertible glides up to the curb!

For here is a gloriously new and daring concept of what a convertible should really be—and every solid inch of it is Packard precision-built.

Its husky, newly-engineered chassis (100 pounds heavier than that of the sedan) gives this convertible a safety, a rigidity, an in-the-slot stability and quietness that no other Packard convertible has ever matched.

The new '48 straight-eight Packard engine—whether it's the 145-h.p. Super or the 160-h.p. Custom—gives you a brilliance of performance and a whispering surge of reserve power such as you've never known.

In its rich interior appointments there's dazzling beauty, and a touch of magic, too. Press a button and the top lowers or raises. Another button moves the front seat forward or backward! And *all four* windows have magic push-button control!

Don't deny yourself the thrill of

seeing the glamor car of '48. Right now—at your Packard dealer's!

ASK THE MAN WHO OWNS ONE

### THE NEW PACKARD

Out of this world . . .  
into your ♥ heart!

The Packard Station Sedan is an entirely new kind of car. Here's sedan luxury for six—with the easy-loading, carry-all utility of a station wagon. All steel, finished in Northern Birch.







## 2020 Motor City Packards Activities

**June 28 – July 4 - CANCELLED**

**55th PAC National Meet** / Rohnert Park, California (*courtesy listing*)

**Wednesday, July 15 - CANCELLED**

**MCP Ice Cream Social**

**August 14 - 23 - subject to any new State emergency orders**

**Ten Days of Packard**

*"It's like the old 'Choose Your Own Adventure' books -- but this time, with Packards!" See Dave Marold's article elsewhere in this issue,*

**Saturday, September 12 - subject to any new State emergency orders**

Packards and Pints, Packard Proving Grounds, Shelby Township MI  
(*courtesy listing*)

**POSTPONED UNTIL 2021**

Packard Proving Grounds Open House & Car Show, Shelby Township MI  
(*courtesy listing*)

**NOTE: Courtesy listings are neither sponsored or run by MCP**

*Events are very fluid these days, so please watch your email for any last-minute changes, or you can always check our Facebook page or the **Calendar** tab at our website: [www.MotorCityPackards.org](http://www.MotorCityPackards.org)*

## Welcome New Members!

None this month - be sure to invite your Packard-appreciating friends and acquaintances to join us!



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### MCP Marketplace

*Ads are available to Members at no charge. Unless otherwise requested, the Editor reserves the right to remove ads after 4 months. To place an ad, please email it to the Editor at [KTL711@mac.com](mailto:KTL711@mac.com).*

#### **Packard Parts**

Early Packard Parts: Priming cups for 6, 8, and 12-cylinder cars, some motor fastener studs and nuts, door lock levers, shackle bolt grease cups, Prestolite parts, head light connector parts. Have almost every blueprint needed to reproduce a 1903 Model F.

Pre-War Parts: Lug bolts, bumper bolts, shackle bolts, Trippe light bolts and nuts, every motor fastener, AC spark plugs, open car wiper arms, 9th and 10th series taillight stanchions (ready to mount), V-lenses and bezels, 1933 & 1934 battery box covers and Super 8 fender lights, 1932 & 1933 running board moldings, inside side cowl panel board with correct pattern cut in, all Bijur system parts, many Stromberg EE series carburetor parts, tire mounting studs, late 1930s auxiliary trunk rack hold down bolt.

Post-War Parts: 1955-56 Caribbean antenna nuts, 1948-56 fender skirt bolts. Over 200 different parts in stock. Just about any machined part reproduced in stainless or as original. Email me for my pictured catalog. Send original part, part number or print. Have over 35,000 Packard part blueprints. Bruce Blevins, 9157 Timberline Drive, Grand Blanc MI 48439, 810-287-7722 or [blevinsb33@aol.com](mailto:blevinsb33@aol.com)

#### **1930s Packard Engine**

Block, head, and crank, \$200. Also, 1930s hood with "110" oval crest, \$175. Contact Terry Kelly at 248-379-8276.

#### **1948 Packard 2-door Club Sedan**

Very good condition, much work done, new Coker radials, maroon paint, excellent tan interior. Runs Packard-smooth. Photos available. Located near Saginaw MI. Don Schurr, 989-772-0182 house, 989-330-1575 cell, or [schurrdc@yahoo.com](mailto:schurrdc@yahoo.com)

#### **WANTED: Chrome Headlight Beauty Rings for a 1936 Packard 120**

Contact Larry Sanford, 517-783-3505 or [lawrencsanford@att.net](mailto:lawrencsanford@att.net)



## Motor City Packards Projects

**Stainless Steel Travel Mug - "Packard 6-8-12" / \$11.00**

**21st-23rd Series Hood Support / \$7.00**



**1938-39 Shock Covers (Shipping included this item only) / \$350.00/set**

**1948-54 Fender Skirt Bolts & Washers - Brass or Stainless / \$20.00/set**

**MCP Grille or Bumper Badge / \$40.00**

**William Allison Torsion-Level DVD / \$15.00**

**1955-56 Caribbean & Packard V8 Dual Carburetor Linkage Kits -** for both manual and automatics. Linkage kits consist of all parts from the carburetors to the accelerator lever at the firewall. All pieces made in stainless steel from the original Packard blueprints. / \$300.00/kit

### **NOTICE TO THOSE WHO HAVE PRE-ORDERED THE DUAL CARBURETOR KITS**

*In the process of assembling the kits I learned that Packard did not always follow their blueprints and advertising. After consulting two individuals I consider to be experts on the V-8 motors, I have decided to rework 2 of the parts to more reflect what Packard actually used versus what the parts book and blueprints depicted. Once I return to Michigan I will make these changes and ship out your orders. If you like more information or details feel free to contact me at [blevinsb33@aol.com](mailto:blevinsb33@aol.com).*

Shipping on all items (except shock covers) is extra.

Checks or PayPal ([mcpprojects@aol.com](mailto:mcpprojects@aol.com)) accepted. Mail orders to:  
Motor City Packards, 9157 Timberline Dr., Grand Blanc, MI 48439  
Phone: 810-287-7722 Email: [blevinsb33@aol.com](mailto:blevinsb33@aol.com)



## The Packard Digest

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### Authentic Reproduction Packard Key Cases

*The perfect complement for your Packard automobile!*

These beautiful reproduction Packard Key Cases are manufactured from the original Packard drawings. Made from fine lambskin and sheepskin hides, they feature the Packard Crest on one side and the slogan “Ask The Man Who Owns One” accurately embossed on the other. Price is \$10.00/each, plus \$3.00 shipping to addresses in the U.S. only.



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Exact reproduction of the studs needed to mount the “bat wing” style AC air cleaner to the twin carburetors on the 1955-56 Packard Caribbean. The only difference is that these are **manufactured from stainless steel**. All pieces made directly from Packard blueprints. \$35.00/each.

To order either of these items, and to obtain International shipping quotes, contact Bruce Blevins, 9157 Timberline Dr., Grand Blanc, MI 48439.  
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