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Packard Digest

"Compiled for Packard Enthusiasts Everywhere."

May - June 2020



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MOTOR CITY PACKARDS
of Metropolitan Detroit



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On the Cover: *Past Executive Director Dave Marold's 1933 Packard Super Eight club sedan, framed by the beauty of springtime*

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The Packard Digest

From the (Interim) Editor / *Kevin Luedtke*

Believe it or not, I have not mounted a concerted effort to put my name in as many boxes as I can! I already have primary responsibility for our Club's Facebook page as a legacy from my term as Assistant Executive Director, and I always struggle to fill the space allotted to me in ***The Packard Digest*** for my Director's Comments, so my takeover of the usual Editor's Column is definitely not due to my feeling that I needed yet another outlet for my (*ahem*) brilliant wit and entertaining insights!

If you have been active in Motor City Packards, or at least a regular reader of ***The Packard Digest***, then you most likely know that identifying and recruiting talent to help fill our Club's needs is a constant struggle. Many of us who are currently serving as officers and volunteers may have previously been approached several times about accepting a Club position before we finally said "yes."

Why do we do it? I can guarantee you that it's not for power or money! However, what I can guarantee you that it is for the one reason that is the bedrock of any project that involves true passion: we do it for love. Not for love of self, but for love of our Packards, the Packard heritage, and our fellow Packard enthusiasts.

Think about your own passion for Packard, the enjoyment you derive from sharing that passion with others who feel as you do, and how you would like to see that passion preserved and passed on to future generations. When a committee member approaches you to consider taking on a position for our Club -- whether it be as our next Editor or any other position -- please consider it as the compliment that it is to your talents and capabilities. And please thoughtfully consider saying "yes," not only to the Club and your fellow members, but also to the legacy of Packard.



The Steering Column / *Kevin Luedtke, Executive Director*

“Mann Tracht, Un Gott Lacht!” – “Man Plans, and God Laughs.” Although it sounds like something that Nietzsche, Camus, or Sartre may have coined, the phrase is actually an old Yiddish adage that reminds us: Despite our most careful planning, Life is uncertain, unpredictable, and not even guaranteed. Although the pandemic has stripped away so much of the fun that we normally associate with the carefree summertime, let’s not lose sight of the pleasure that we can still have, safely. Working on your Packard, researching your Packard project, and most certainly driving your Packard are still enjoyable and safe. Look for Immediate Past Executive Director Dave Marold’s article regarding our plans for the 2020 edition of **Ten Days of Packard**.

Our Activities Director, Lois Porter, has certainly had her ups and downs recently. She has had to endure the disappointment of canceling MCP events, but she did also recently see the marriage of her and Neal’s granddaughter Rachel! Unfortunately, a few days afterwards she took a bit of a spill and needed surgery on her elbow! Feel free to send her an email or a card to let her know you’re thinking of her.

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. And remember, as Anglican Bishop Desmond Tutu once said, “Hope is being able to see that there is light despite all of the darkness.”

Happy Packarding!

Kevin Luedtke, Executive Director



From Art Deco to Hobbiton: A New Zealand Packard Adventure / *Connie Roth*

MCP members Connie & Dick Roth recently traveled to New Zealand to do a little sight-seeing, and to take part in a driving tour with the South Pacific Packard Club of New Zealand, which is a Region of our Packard Automobile Classics, Inc. club. Connie has graciously agreed to share with us some memories of their trip.

New Zealand is an island nation about the size of Colorado with a population of about 4.9 million, about the same as the state of Louisiana. It is a land of mountains, gently rolling farmland and beautiful beaches. After a long flight to Auckland at the northern end of the North Island, in our rental car, we passed through large pastures of sheep, dairy cattle and horses, and arrived in Napier on the southeast coast at the opposite end of the north island.

In 1931, Napier, New Zealand, suffered a massive earthquake followed by raging fires that destroyed much of the city. Rebuilding started almost immediately and today; Napier boasts some of the most beautiful Art Deco architecture in the world. Each year, the city puts on a massive art deco festival with car parades, tours and 1930's era teas and picnics. This is where we met up with the South Pacific Packard Club. Many of the club members had their beautiful Packards on display for the entire festival. We were able to catch the last day and a half and enjoyed dinner the first night with Leyton Chan, Milton Sarson, Maria Subritzky and Geraldine and Fenton Crawl.

February 24. The official start was a sunrise breakfast in Napier, ideally to be the first in the world (west of the International Date Line) to see the sun rise. Unfortunately, it was cloudy that day, so we did not see the sunrise but had a wonderful breakfast with the Club, specifically Theo



and Michelle de Leeuw, Nicky and Craig Marshall, and Tom and Diane Andrews. The fun was about to begin. We were advised to get gas before we left Napier as there would be little chance of getting any until we got to Gisborne.



A colourful sight in downtown Napier

The winding road followed the coast and we were treated to many opportunities to take pictures and enjoy the ocean view. You can see on Page 5 some of the cars in our troop where we stopped for lunch.

Our hotel that night was the Pacific Harbor, a short walk to downtown Gisborne and a bit longer walk to the restaurant. South Pacific Packards had The Works restaurant to themselves. There were more than seventy in our group as people came and went through out the rally. Dinner was a delicious plated meal with many options.



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Some of the Tour cars at the first lunch stop

February 25. One of the things we really enjoyed about this rally was the relaxed starting time and got on the road about 9AM. The organizers of the rally looked for areas of interest along the way and our first stop was a 660-meter pier used in earlier years for docking ships and bringing goods. This bay was one of Captain James Cook's first landings in New Zealand. It is now out of use.



A couple of photos from the pier near where Captain James Cook first landed



The next stop was St. Mary's church, a small beautifully carved and decorated Maori church built to honor those who died in WWI, completed in 1926. Our last stop that day was the East Cape lighthouse only accessible by a VERY rocky road. We were glad to have a beat-up rental and did not have to worry about harm to a beautifully restored Packard although many of the locals did drive in their cars! There is some question as to the number of steps up to the top of the lighthouse. Somewhere between 600-800 steps. We were supposed to count as we went up but were only able to concentrate on getting to the top! The view was wonderful! Our hotel that night was the remote Hick's Bay Motel where we enjoyed dinner with the group prepared by the hotel. We were encouraged to check out the glow worm caves on the property, but due to somewhat aggressive bugs we passed on that.

February 26. In an effort to truly catch the sunrise, we trekked down the side of a wooded cliff not far from our room. The path was reasonably well-groomed, yet a good 30-minute walk. Dick took a ride back in a Packard, and Connie chose to climb back up the cliff with Dianne Andrews. Somehow, we had to get some exercise in, as the Club was feeding us so well! Again, we were treated to beautiful ocean views and some crazy gravelly roads. Dick learned to stay on the left side of the road, but had some challenges remembering that the turn signal was on the right and the windshield wiper on the left! Today's stop was in Whakatane where we would stay for two nights. We stayed at the beautiful 37 The Landing and enjoyed drinks in the parking lot.

February 27, 2020. Today we had a free day. We had checked in at the local I-Site the day before. It is the go-to place in New Zealand for things of local interest. Last-minute local tour opportunities were limited, but we were able to engage a tour that included information on the Maori culture led by two Maori guides, plus a climb up the mountain and lunch.



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The climb was a bit strenuous but the view magnificent. We learned a few Mauri words which our guides assured Dick would get him extra beer at lunch! The highlight of the excursion was lunch at a local country home prepared by our guide's mother and served by her father. We had five kinds of raw fish, lamb and chicken with associated side dishes and beer and wine. Very delicious! Ka pai! In the evening we rode with Theo and Michelle de Leeuw in their beautiful 1928 Packard 526 Phaeton for dinner at the Ohope Charter Club. We tried Pavlova for the first time. A Kiwi specialty with kiwi fruit and meringue. Here is a picture of Theo and Michelle's beautiful Packard!



Theo & Michelle de Leeuw's 1928 Packard 526 Phaeton

February 28. Today's drive took us up to the town of Rotorua, known for its sulfur geysers. We were told we would smell it before we saw it. True, but that day the smell wasn't too intense. The area is home to eleven different lakes. Our group met for lunch on the shores of one of those lakes, Lake Okataina. Dick is shown on Page 8 with Brian Taylor. We drove to or



Dick Roth and Brian Taylor at Lake Okataina

around all of them and took the opportunity to tour a village buried by a volcano in the late 1800's. Then it was on to our destination, the Holiday Inn in Rotorua. Our group had dinner that evening where we tried another Kiwi specialty, Hokey Pokey ice cream, a creamy vanilla ice cream with bits of buttery crunchy bits. Yum!

February 29. Leap day! Dick was invited to ride with Arnold Van Zon in his 1929 Packard 640 Victoria convertible. Marieke, Arnold's wife, rode with Connie in the 2001 Prius.

Among the sites this day were Okere Falls, where we caught a group with one fellow sporting interesting swimming attire returning from a



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white-water rafting trip. The falls were beautiful! Before arriving at our destination in Tauranga, we drove through the Port of Tauranga, New Zealand's largest port by volume. We planned to have lunch at a local beach area but were surprised to find we could not find parking due to a lifeguard festival in progress. However, Arnold is a master negotiator and soon we were parked in a lovely lady's driveway. Dinner that night was at our hotel, Trinity Wharf. Lots of raw oysters, raw fish and mussels!



*Arnold Van Zon's
1929 Packard
640 convertible
victoria, rubbing
elbows with a
2001 Toyota Prius*

March 1. Today's drive to Whaitanga on the Coromandel Peninsula took us along very winding roads with multiple one lane bridges. Our coffee stop was at Craig and Nicki Marshall's garage.

Craig has three American LaFrance firetrucks, two of which were converted to speedsters and a few other "toys" (i.e. a Driftwoody station wagon). On our route we came face-to-face with an errant steer on the road. One would see multiple signs for animals crossing the road, such as horses, cattle, kiwi and seals. The steer was just not moving, but we were able to get around him. From there we stopped by New Zealand's largest open pit gold mine. Gold has been mined in New Zealand since



A stunning yellow "road locomotive" at Craig & Nicki Marshall's garage.

the 1800's. Lunch was at the Whangamata Ocean Sports Club. It was then on to the Admiralty Lodge Apartments. We had a beautiful ocean view from the large deck on our room. That evening we were treated to cocktails and snacks at Theo and Michelle's condo up the road. The condo was also blessed with a beautiful view of the ocean.

March 2. No driving today. Original plans were to ride a glass bottom boat, but the sea was too rough. We chose to walk around Whitianga and peruse the

shops. Later in the afternoon we rode to Hot Water Beach with Peter and Wilma Ashcroft in a 1937 Packard Super 8 convertible victoria. Lynnette Duncan explained how to dig your feet into the sand until you hit the thermal hot water. Connie tried it and boy was it hot!!! That evening the group had the Mercury Bay Winery to themselves where we feasted on charcuterie trays, wood oven pizzas and of course wine! Below is a photo of Connie with Brian Taylor, Michele de Leeuw, Marike and Arnold Van Zon, and Craig and Nicky Marshall.

March 3. Finally we were able to take the glass bottom boat to Cathedral Cove! Our knowledgeable guides took us through Mercury Bay where we saw amazing rock formations created by the volcanoes and waves. Mercury Bay was one of Captain Cook's early stops. It was in 1769 while



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A couple of photos from the Mercury Bay Winery

on the Endeavor that Captain and his observers noted the transit of the planet Mercury across the sky hence the name of the Bay. We passed through the Mercury Bay Marine Preserve. The difference in the number of fish and vegetation between fished and un-fished areas is unbelievable. New Zealand is working hard to maintain their population of Red Snapper and other native fish. Cathedral Cove was only a sampling of beautiful rock formations we saw on the ride. After the boat ride it was on the road again! This is an area of very winding roads and Dick had to take care as we wound our way through. Lunch was in Coromondal, a coastal town with lots of shops and restaurants. It was there that we picked up our dinner, smoked fish from a local establishment. Delicious! Our stop that night was in Thames. A tour of A & G Price Foundry was arranged for us. Owned by a club member, this foundry was founded in 1871 and over the years had produced locomotives before becoming New Zealand's foremost foundry making specialty parts for the America's Cup Yachts, power stations and ballistic metals for armed forces and more.

March 4. Last night we learned that when the sirens go off, it's not because of a tsunami or other natural disaster; it's to call out the local



The stop at A & G Price Foundry in Thames

volunteer fire department. Today it rained as we drove to our final destination. One pit stop was to a local member's collection of unique automobiles, including a Daimler, vintage Fiat and Toyota Limited editions, and of course Packards and Cadillacs.

Tonight was our last night. Michelle de Leeuw drove one of the buses taking the group to Hobbiton, part of the movie set from the Lord of the Rings trilogy. Even if you have not seen any of the movies, it is an amazing place. Our children were quite envious that we were there, and that they were not! The movie director flew over New Zealand until he found a sheep farm that had the perfect topography for the little town of Hobbiton where the Hobbits lived in hillside homes with round doors.



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The movie set for the town of Hobbiton



The closing banquet



The attention to detail was amazing. Smoke came out the chimneys and little clothes hung on the lines. After a tour with our knowledgeable guide, the Packard Club had the Green Dragon Inn to ourselves where we drank Hobbit wine and beer and enjoyed a delicious catered dinner. A good time was had by all. Theo and Leyton gave out the awards.

We are so thankful to the South Pacific Packard Club for a wonderful trip. Beautiful cars, beautiful people!!! Looking forward to returning in two years!





The Impossible Dream: Racing a Packard V-8 at Tunis Speedway / *Dave Marold*

Have you ever attended a stock car race? How about a race where one of the cars participating was a Packard? Back in the 1960s, in my high school class of 626 in Waterloo, Iowa, there were two of us who occasionally drove Packards to school during our senior year. I had a decent-looking red and black 1955 Clipper Panama that I had bought while it was frozen in ice in a flooded parking lot and with a weak transmission for \$60. With a little “transmission medic,” it worked enough to drive. My friend Dan Hedges had a 1956 Clipper Custom with a manual transmission that could burn a lot of rubber when leaving the school parking lot, and he never got caught. Probably no one thought that a Packard could burn rubber!

Dan got the idea that he wanted to race at the local dirt track, Tunis Speedway, which in the 60’s was a 1/4-mile oval in Waterloo, Iowa. Dan’s dad, Ed, had raced Oldsmobile’s there before. Dan found a 1955 Clipper Constellation and converted it to his race car. He painted it florescent orange with a dark blue number 70 on the sides. That was the easy part.

Because cars drove around the track with the right side of the car to the outside, they wanted the weight in the left rear so the car would not spin out on the dirt track. To do this they tinkered with the torsion level suspension, shortening the bracket on the left side and lengthening the right side. Also, a partial leaf spring was rigged on the right front to adjust the weight.

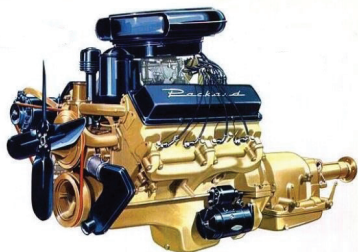
They bored out the 352 c.i.d. V-8 to about 390 c.i.d., as they figured they ought to get some breaks since they were racing a Packard. They used a special Iskenderian cam and retained the Rochester 4-barrel carburetor.



They adapted a Ford truck 4 speed transmission and ran the car in 3rd gear. They had to cut the center out of the wheels and weld them on to a larger wheel so they could use special soft rubber Atlas tires. For seat belts, they adapted airplane seat belts they bought at Robin's Surplus.

I saw Dan race once; it was a thrill and the noise was deafening. While he didn't win, he was the youngest driver and did pretty well all things considered. He did get a win in his Clipper at the Humboldt, Iowa dragstrip and a some other dragstrip wins. Unfortunately, after a thorough search and several letters, I have not been able to find a picture of Dan's car. However, thanks to Interim Editor Kevin Luedtke, we do have a couple pictures of Packard V-8 stock car racers. If you are looking at this online, click on the link below to see a video from Tunis Speedway. Or, you can type the URL into your browser of choice:

<https://www.facebook.com/jim.hamlyn/videos/10151687670964205/?t=0>





Light Bulbs Needed for MCP Project / *Bruce Blevins*

I have starting putting together a plan for specifying and sourcing LED bulbs for use in our Packards as well as in other collectible vehicles.

I'm able to test some samples on my own 1933 Packard. However, in order to ensure that we sell LED bulbs that will physically fit within the allotted space, works flawlessly, and outshines the candlepower of the originals, I would like to obtain samples of all the original style bulbs that I can get. This will provide me with benchmarks in comparing the LED bulbs, to physically to ensure the fit as well as the brightness.

If you are like me you have 6 volt and 12 volts bulbs laying around for spares. Here are a couple listings of bulbs I would like to obtain from our fellow Club members to use in the benchmarking process. Naturally, I prefer ones that are still good!

Call or email me before shipping any bulbs, to make sure that I still need that particular bulb – 810-287-7722 or blevinsb33@aol.com

Ship any bulbs to: Bruce Blevins
 9157 Timberline Drive
 Grand Blanc MI 48439

Thank you for your help with this project! Your contribution to this effort will help us keep our Packards on the road long and help us – as well as all other drivers of collectible vehicles – to stay safe on the roads!

To view this as an Excel spreadsheet and see a listing by year, go to this section: [**www.MotorCityPackards.org/information/services-and-ads/**](http://www.MotorCityPackards.org/information/services-and-ads/)



BULB #	VOLTS	BASE	CONTACT POINTS
44	6	Ba9s	1
47	6	Ba9s	1
51	6	Ba9s	1
55	6	Ba9s	1
64	6	Ba9d	2
82	6	Ba15d	2
209	6	BA15s	1
210	6	Ba15d	2
1000	6	Ba15d	2
1104	6		
1110	6	Ba15d	2
1116	6		
1133	6	Ba15s	1
1154	6	Bay15d	2
1158	6	Bay15d	2
1321	6	P15d30	2
1323	6	P15d30	1
2330	6	P15d30	2
6006	6		
53	12	Ba9s	1
57	12	Ba9s	1
68	12	Ba15d	2
89	12	Ba15s	1
90	12	Ba15d	2
158	12		
1003	12	Ba15s	1
1004	12	BA15d	2
1034	12	Bay15d	2
1073	12	Ba15s	1
1141	12	Ba15s	1
1176	12	BA15d	2
1445	12	Ba 9s	1
1891	12	Ba 9s	1
4001	12		
4002	12		
4400	12		
5400	12		
6012	12		
6013	12		

NOTES:

Ba9 base is < 3/8" in diameter

BA15 base is < 9/16" in diameter

' s ' means the 2 pins are 180 in line

' d ' means 1 pin is higher than the other

' y ' means pins are not 180 from each other

'Blank' means information I do not know



Memories From a Packard Toolbox / *Joe Seitz*

Here are a few photos of interesting tools that were 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: Along with a large quantity of Packard tools, I was left with the strangest set of pliers I have ever seen! As can be seen from picture, when operated they can open in three different directions. They are marked "Property of PMCCO" on the handle, and in another area they bear the code "PC- 36111 -43616." Just below, they carry the mark of "TOOL-46029-I." And lastly, they are also marked with "DEPT -F. E." They might be handy for installing small circlips or o-rings. I wonder what is meant by "Dept. F.E.?" Perhaps "Factory Engineering?" Does anyone have any other thoughts on this? In conversation with my son-in-law, he advises me that he uses similar pliers to install o-rings while assembling robots for the auto assembly lines.

Picture 2: Also from Edgar Seitz collection, this item serves to show how completely he emptied the Detroit Jefferson branch when it closed down for good. These are the alpha-numeric dies which were used to stamp the delivery information on the pre-war data plates that were mounted on the cowl. The data plates would come from the factory with the serial number, and the service department would stamp the dealer, city, and date on the plates to show when and where the car was sold. Cars sold from the downtown factory branch were stamped with "Branch J" for 574 E. Jefferson Avenue. These dies were kept in the paint shop, hidden above a cupboard. Someone along the line had painted the box containing the dies Packard engine green. If my father had not found these dies and rescued them, they would likely have been lost for all time.



Edgar Seitz' mystery PMCC pliers (Joe Seitz photo)



The Packard data plate marking dies rescued by Edgar Seitz from the closing of the PMCC Detroit Jefferson Branch (Joe Seitz photo)



The Third Annual Ten Days of Packard – August 14 - 23, 2020 / *Dave Marold*

You may recall the purpose of “The Ten Days of Packard” (TDOP) is to introduce and/or keep the Packard name alive and relevant among auto enthusiasts and the public.

We encourage members to drive their Packards in August because it's the one month where the State of Michigan lets owners of cars with historic plates drive without restriction, not just limiting them to car shows as in other months. We want members to go wherever they want and send in pictures that could be posted on our Facebook page, on our website, in the ***Packard Digest***, and perhaps even in The Packard Club's ***Cormorant News Bulletin***.



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.



The idea is to get your Packard out somewhere in your neighborhood, whether it is just yourself, or with family and friends. You can also show up at a local car event that could still be going on.

As I am writing this, the 2020 Concours d'Elegance of America has been postponed until next year. Almost every major car event has been postponed or canceled since COVID19 took center stage, including the Packard Automobile Classics annual National Meet.

Will MCP be canceling this year's Ten Days of Packard (TDOP)?

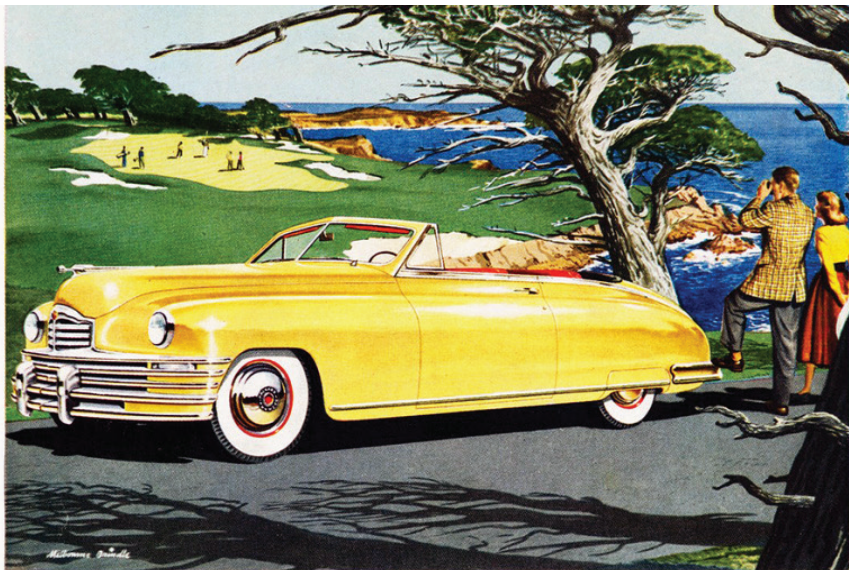
You may be surprised to hear me predict that at least one part of this event will go on! The part that can continue regardless is where our Packard owners drive their cars wherever they want, take a picture of it, and share it with MCP. Some examples of pictures and outings we enjoyed last year included trips to the hardware store, ice cream with the grandchildren, an auto parts run, and some Prom photos! We will post all your pictures on our Facebook page and Website, and we will also provide them to the PAC National club to include in their Cormorant News Bulletin. Some will also be featured in MCP's own Packard Digest.

The Ten Days of Packard will be completely "Do It Yourself" this year, as unfortunately our traditional TDOP kickoff event, the Berkley CruiseFest, has been canceled for 2020. We hope to be back in Berkley in 2021. However, we're still free to show off and enjoy our Packards in a myriad of ways—take it to 7-Eleven, drive it to the Packard Proving Grounds for one of the Farmers' Markets, or go out to dinner in it!

For those of you who have a Packard, we hope you can participate and share a picture with us! If you have questions about the TDOP, you can contact me at dmarold@gmail.com



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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 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.

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!

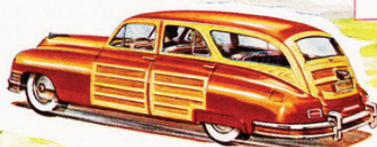
Don't deny yourself the thrill of

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!





2020 Motor City Packards Activities

Saturday, May 16 - POSTPONED

MCP Annual Tech Session / Leo & Jennifer Shedden's, Ann Arbor MI

Sunday, June 14 - CANCELED

Cars 'R' Stars / Packard Proving Grounds, Shelby Township MI

Sunday, June 14 - CANCELED

Wings & Wheels / Willow Run Airport , Willow Run MI (*courtesy listing*)

June 28 – July 4 - CANCELED

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

Wednesday, July 15 - CANCELED

MCP Ice Cream Social / **Save the date!**

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

Ten Days of Packard

Saturday, September 12

Packards and Pints, Packard Proving Grounds, 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*

Welcome New Members!

Douglas & Christine Richman / Bloomfield Hills MI - 1953 Caribbean

Roger & Roberta Holl / Grosse Ile MI - 1929 648 five-passenger sedan



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.

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

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

WANTED: Chrome Headlight Beauty Rings for a 1936 Packard 120

Contact Larry Sanford, 517-783-3505 or 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.

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

Checks or PayPal (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



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.



Dual Carburetor Air Cleaner Mounting Studs

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.
Email: blevinsb33@aol.com



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