

THE PACKARDIAN

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Devoted to the Preservation, Restoration and Appreciation of the

PACKARD AUTOMOBILE

Affiliated with:-

PACKARD AUTOMOBILE CLASSICS INC.

P.O. Box 2808

Oakland, California 94618 U.S.A.

PACKARDS INTERNATIONAL

Motor Car Club

P.O. Box 1347

COSTA MESA, California 92626 U.S.A.

PRESIDENT

Mr. Max Hood

30 Kintore St.

Wahroonga N.S.W. 2076

Ph 486391

SECRETARY

Mr. Robert Bracht

7 Wayman Place

Merrylands N.S.W. 2160

Ph 6374264

TECHNICAL ADVISOR

Mr. Eric MacRae

309 Quarry Rd.

Dural N.S.W. 2158

Ph 6511493

COMMITTEE

Mrs. Barb. Townsend

Mr. Des Hogan

Mr. Warren Pearson

EDITOR

Mrs. Gwen MacRae

309 Quarry Rd.

Dural N.S.W. 2158

Ph 6511493

VICE PRESIDENT

Mr. Ken Townsend

69 Targo Rd.

Pendle Hill N.S.W. 2145

Ph. 6315339 - or, 6312727

TREASURER

Mr. Richard Buck

61 Queen St.

Woollahra N.S.W. 2025

Ph 323893

SOCIAL SECRETARY

Mrs. Diane MacRae

8/15 Reserve St.

West Ryde N.S.W. 2114

Ph 8582235

REGIONAL DIRECTORS

QUEENSLAND

Mr. Peter Sharpe

P.O. BOX 97

Chermside Q. 4032

SOUTH AUSTRALIA

Mr. Jeff Gransden

29A Rideford Ave.

Clarence Gardens

S.A. 5039

Ph 937635

VICTORIA

Mr. Barry Thomas

"Mowendee"

Monbulk Rd.

Emerald Vic 3782

CALENDAR OF EVENTS 1972

OCTOBER 21st. Saturday. Social Evening. Phone the Secretary for details.

NOVEMBER 19th. Sunday. Run to ADVENTURELAND. See Page 14.

DECEMBER 9th. Saturday. Christmas Party and Presentation Night.

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PACKARD BALL

Maybe there were not many members present, but the hall was not empty, thanks to the friends of the loyal, and the combined enthusiasts from other clubs. As in previous years, the night was a huge success socially, an excellent combination of top class music, a first rate dance floor, food to delight any gourmet, and gay company. Although this year we engaged Ray Price to play for us longer, it still seemed to be over too soon, and some tables had to be almost man handled away from those who didn't wish to leave until the last possible moment. And, as usual, the cleaning up afterwards brought many hilarious moments - we have discovered several Sanitation Experts amongst the fold. The hall looked most attractive with its decorations of red and gold, and the latest club enterprise, (another "Packard First") in the form of match books featuring the club insignia, brought many favourable comments.

Our Hon. Pres., while welcoming all to the event, made the remark of the night - "'Ask The Man Who Owns One', but ask him what? all I ever ask is 'Is it for sale?' and usually it isn't."

Even if our own members were few and far between, this didn't dampen the enjoyment, and as usual the cry was - How soon can you organise another one! Only during supper was the floor without usage, that music could make anyone dance, and dance, and dance.

Packardians in attendance were Max and Helen Hood, Robert Bracht, Richard Buck, Kevin and Barb Andrews, Arthur and Rene Phillips, Wal and Pat Heazlewood, and the Snr. and Jnr. MacRae's. I don't think I've left anyone out. The rest of the approx. 100 guests came just because it is such a good night.

Thanks to Barb Townsend, who while unable to attend that night, gave up her time during the day to assist with the hall preparations. And thanks to Di MacRae for her hard working efforts.

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PACKARD MATCHES.

As mentioned in the above article, the club has had made a supply of attractive match books, rather fun to pass around. One of same is included with this issue. These are available for purchase in boxes of 50 books and come in a range of colours, red, blue, green, mauve, yellow and orange. Unfortunately, the boxes are of mixed colours and we are unable to select individual colours, but all are attractive. Cost is \$1.50 per box of 50 books, or \$2.00 per box if postage is necessary. Please contact Robert Bracht for orders.

PRESIDENT'S MESSAGE.

The Concours held on 27th August was a most interesting and enjoyable day. Many members and their cars attended including 3 cars which have been hidden away for some time. New member Eric Long brought his newly aquired '37 120, 6 wheel equiped Sedan, a very original car, just to make up the number, not for judging. Jack Hochstadt worked all the previous night to complete his beautiful Holbrook Coupe, a most interesting and eye catching car. Jack is still finalising the restoration, but even at this stage it is hard to fault this car. And of course the '34 V12 did a few "round-the-block" runs, mostly with a driver other than the owner, Arthur Phillips, at the wheel - not mentioning any names, but it takes six strong men to drag her out from behind the wheel.

Apart from the line up of club cars, we had the pleasure of drooling over Arthur's collection of other famous marques, too numerous to list in detail, but each a collectors item and a big majority in excellent condition. It was a perfect day and we extend our thanks to Arthur and Rene for providing the venue for this day.

The Packard Ball was a huge success from a social point of view, but due to the petrol strike and other factors which included the widely spread 'flu virus, some 30 people or more who had made reservations couldn't attend and this resulted in a financial loss for the evening. The first loss we have had for this function. We are indebted to the support given to the ball by the following clubs as without their good attendance the evening would not have been half as successful. Our thanks to the Cadillac La Salle Club, C.H.A.C.A., and the 30/40 Club.

In view of circumstances such as petrol strikes which can affect the attendance at such an evening, I would think that next years ball should only be held on condition that enough tickets be purchased well beforehand in order to arrange for catering to suit, and if adequate support from Packard members is not forthcoming, then regrettably the Ball should not be held at all. Whilst this would be a pity in view of the enjoyment of the Ball, your committee has an obligation to arrange events and social activities, which must be financially successful as well as giving you a good time, and unless attendance is sufficient enough to at least break even financially, we should really plan for some alternative function that will meet with your support. The main cause of the financial loss was not those who previously had given their apologies - these were not catered for - it was those who had booked tables for rather large parties, then, when it was too late to alter catering arrangements, either phoned their cancellation, or simply didn't turn up, leaving the Club to carry the loss.

If the majority of members would like some particular type of function, we would be only too happy to arrange same - if we can be sure that those who request it would attend. We are open to all suggestions in this regard and only aim to please.

Shall we have good support for the November Run?

Best wishes,

Max Hood

President.

EDITORIAL

Once again there has been an unfortunate delay in compiling The Packardian, and for this I offer my apologies. A series of family illnesses and other domestic crises left no time for either the magazine or for replying to the numerous letters I have received during the past few months. The latter will all be answered eventually, hopefully within the next week or two - providing that no other sudden disasters rear their ugly head.

At the risk of repeating myself with monotonous regularity, once again this points up all too clearly the need for permanent assistance with this job. Home and family commitments must be attended to, Mums have a way of being needed in all types of situations which must be attended to At Once, and it is a constant source of frustration that the magazine must be put aside again and again. There must surely be some amongst you Sydneyites who could write a report on the functions you have attended instead of automatically leaving it to the Ed.; or seek and find an article to publish. Marj Hogan's assistance with the typing is most helpful and appreciated - but the articles have to be written first. There is a possibility that during next year I may have to give up this side of things altogether, again through family commitments, so it would be advisable for someone to step in now, start getting the hang of it, and be ready to take over. It is not a difficult job - I couldn't do it if it was!

Speaking of attending functions - where do you all get to? Just a handful of members - two of which were wife-members, showed their faces at the Ball. Pretty poor show isn't it. But pretty much the norm. For several years there have been many requesting a quiet simple weekend run. We had to cancel the first some time ago through lack of support. The Cowra run was almost as bad, with only 7 members (plus the two wife-members already mentioned), in three Packards, one semi-Packard, and two modern cars, taking part in the run from Sydney. Where were all those who had asked for this event?

Or do we simply choose the wrong dates? Will the November run and the Christmas Presentation Night be just as disappointing? The usual 'Enthusiastic Eight', (or Familiar Five in most cases) are rather sick of seeing only each other - not that we don't like each other - but it's a bit frustrating to know that in all probability these will be the only faces we can expect to appear. We could save a lot of time and trouble if we gave up trying to entice you out of hiding and just arranged outings between us, but we always hope that maybe next time..... only to face disappointment again.

Although the Concours was slightly better attended, this also was a disappointment. One or two cars which could have taken home the honours were conspicuous by their absence, and quite a few more, even if not for judging, could have attended to at least let us get a look at these long lost Packards. The owners, although members, appear to be not interested.

So where do we go from here. Do we still keep on optimistically organising things? Can we convince you, just for once, to let your heads go, live dangerously, give it a go, and come out of seclusion for the last run for 1972? Or do we throw up our hands in despair and give up trying.

Editor.

PACKARD RESTORATION WHICH TOOK A DECADE, 1961 - 1971.

By Allen Colmer, S.A.

The Packard is a 1934 Victoria Convertible. 136" Wheelbase. Standard Eight. Model 1101. Body No.727 No.81 Bore & Stroke, 3 3/16 x 5. Tyres 700 x 17 Dunlop. Colour, Packard Blue. Trim, matching blue, grey top. Deitrich Body by Packard.

I purchased the vehicle in 1961 from the second owner who lived in the South East of South Australia. The Packard was bought new by Mrs. O'Brien of the new, once famous, "South Australian Hotel" in North Terrace, Adelaide. The old Hotel has had world talented people as guests such as Richard Tauber and Marlene Deitrich, only to mention two of the era when the Packard was in its hey-day.

When I first had association with this car I was just 16 years of age and working in a garage being apprenticed to the trade. The O'Briens were customers and the Packard was serviced at my place of employment during the war years. Even at that early age I can remember my love for that particular car, and when I got more interested in Packards in the late '50's, I made many enquiries about the 'Victoria' but to no avail. 'Till one day in March 1961 it was offered to me for sale. That's almost a chance of luck of one in a million. But when I saw the Packard it was in a very rough state of repair - but mobile.

The engine was very clattery, no brakes, bent front axle and tail shaft due to the rough usage over sand hills, creek crossings, etc, while it was being used for Emu and Kangaroo shooting. Not to mention that the second owner, while driving it home to the South East for the first time after taking delivery of it from Adelaide, overturned the Packard at speed.

There was a lot of work not done by the body repairers after the smash, in fact the repair job was very poor indeed, so this alone was insult to injury. It had bent rear brake backing plates, which had to be straightened and turned in a lathe, the Brass Moulded side Hood Rails were still bent and split, much broken wood in the rear of the body, guards badly beaten to wrong contours, and stretched metal in the body panels, which didn't help in the task to get the car "looking right" from all angles.

The Packard went to two independent Panel Shops. The first assured me that a first class job could be obtained, but no doubt they had a job in front of them when they found the gauge of the metal heavier than usual for this type of car - and the two front doors being of aluminium. Their finished efforts were not acceptable to me so it stayed in the shop for further beating until they told me it was the "best" they could do. After frustrated inspection I knew that another Panel Shop was needed so I asked a large crash repairer at Kent Town to take over and repair the unsatisfactory work. After negotiations I left the Packard with them while I took six months off work and went to America, that was in 1963. Whilst there I wasn't idle, looking for parts missing and inspecting similar cars in Museums to get ideas of their finished products. On arrival back home in November the car was ready and quite satisfactory, especially the off-side rear guard which had been in a shocking state.

The engine was removed and dismantled, surprisingly the

basis was quite sound. The crankshaft was original size and with such a small taper and ovality that it was decided to refit the 9 main bearings and have the finned con-rods remetalled and gudgeons rebushed. The 3 3/16 cylinder bore was also standard size and were also within limits, so the alloy pistons were resized, new rings fitted and the engine re-assembled with new timing chain, etc., some new valves were used also.

All the road springs were flat and some had broken leaves, so they were all rebuilt with new shackle pins and bushes.

The mechanical cable brakes were also completely overhauled using bonded linings fitted to the original shoes, and the servo-booster checked over for stopping the two-tonner.

By now the wood in the body had to be looked at. Taking the body off the chassis would have been an arduous job as it is built in sections, so seeing the main runners were o.k., I did the re-timbering, with the help of others, with the rear centre portion still on the car, although the rear part of the body which houses the boot was removed because this still had Battle Scars from the accident.

The dash instruments were removed and the dials repainted, the metal dash panel was removed completely which proved no easy task, and reglained, as were the wood panels on the doors. New rear ash-tray holders were made and reglained as original. The steering box was removed, dismantled, checked and adjusted to find the tapered roller bearings, worm, etc, in perfect order.

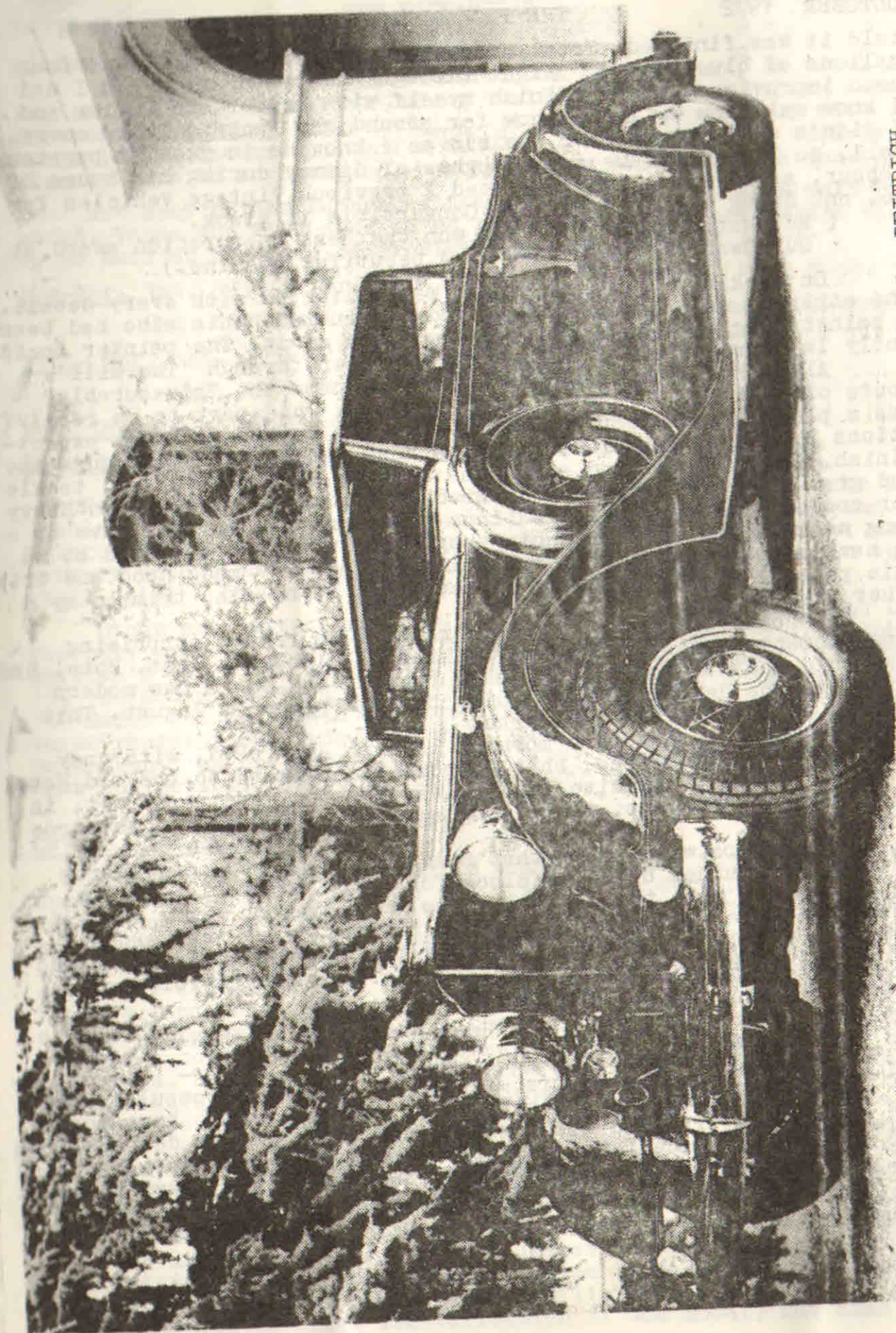
The rechroming was quite a job as there was so much to dismantle including the bumpers and brackets. New bumper end caps were turned as original. The radiator shell was rechromed twice, that's the trouble when perfection rules over the mind, and brings home to me all the more that you don't have to be mad, but it does help quite a bit if you are that way inclined.

In the early '60's the Packard was steam cleaned to see 'what I had' - it took all day, and this man also said "That's the best I can do". It was a good job, but not good enough, so later, when all the floor was completely removed from end to end, with no seats, hood, or engine, etc, it was steam cleaned again and there was removed buckets of accumulated grease, sand and mud, but there was no rust at all. Now I was ready and gave the underside many coats of blue, in fact 1 1/2 gallons was used underneath.

There was so much done on this rebuild that it's almost impossible to account for every detail, but to list a few:- Running boards had to be made. I wasn't satisfied with the first set (made of steel) so I engaged a cabinet maker friend to make a pair in timber and have them polished. Then there were surrounds to be made, and chromed, and rubber inserts to be fitted.

New window glass to be made all round, new baily channels for the doors (these being quite wide to carry the chromed glass surround). Six door hinges removed, drilled and new pins made to overcome door drop. Window regulators overhauled and new pedal plated made. New engine mountings, door handles, Number plate bracket, horn covers, boot hinges and latches, hood locking device, radiator cap and rear bumper bracket cover plates were also made.

The hood and trim were all tailored and fitted and then removed before going to the painter. Also removed once fitted was the bonnet, radiator, running boards and so on, so that the painter could have a 'good go'. When it was towed to the paint shop it was just a shell on wheels. After nine weeks in the paint booth I was



1934 PACKARD EIGHT. MODEL 1101. VICTORIA CONVERTIBLE by DEITRICH.
Owner, ALLEN COLMER, PLYMPTON NTH. S.A. Fergus Dally Photo.

told it was finished. Total hours for the painter, 150, and four gallons of blue paint. Right through the restoration job I had been improving the body finish myself with primer and filler and I know only too well just how far around the Packard is to cover. I didn't envy the painter one bit as I know he is just as particular as I, so I didn't have any thoughts of dismay during his hours of labour, as he had already painted 2 previous Vintage vehicles for me, one being the 1939 Packard Convertible in Black.

(Ed. Note.- this 1939 car won the Best Restoration award at our Swan Hill meet, 1971. A beautiful machine.)

On picking up the Packard I was delighted with every detail. The striping was also just as I had instructed. This also had been a painstaking effort as there was so much of it. The painter incidentally is nearing retiring age, and has been through 'The Mill'.

After the Packard came home, there came the "pleasurable" hours of putting everything back together. This part to me really was a pleasure as I could see it gradually coming up to my expectations for the first time. Being so very careful not to injure the finish, the radiator and shell was hoisted on the block and tackle and gradually and carefully lowered into place, it being too heavy for comfort to be man-handled into position. The trimmer gave up a long weekend and worked in his shop alone with doors closed so as to have no interruptions in replacing the already made hood and trim. This part also came up to my expectations as he also trimmed my other vehicles.

In the early part of 1971 there came a rather surprising announcement in the Press that the famous old South Aust. Hotel had been sold and was to be demolished to make way for a new modern building. The demolition was going to take place in August. This spurred me on to greater efforts.

It was on one Sunday morning late in July 1971, with grey skies overhead, but fine, that I drove the Packard to the old Hotel on North Terrace, opposite the Railway Station, and parked it, in all its glory in front, where long ago it stood daily on the tree lined terrace.

Some photos were taken that Sunday morning and many hearts and memories turned back the clock for a few memorable minutes, and those that were there to witness the occasion knew that although the Hotel was to be torn down the following week and had ended its life, part of the grand old building still lived on and was remade as new - the 1934 Packard Victoria Convertible.

Allen Colmer.

38 Hawson Ave, Plympton North 5037

South Australia.

P.S. The added turn indicators, front and rear, are compulsory by law in S.A., but we are pleased to note that same have been added in a "Packard-like" manner and do in no way detract from the overall excellence of this magnificent motor car. We think you will all agree that this must be the No.1 Packard in Australia. Congratulations Allen, and thanks for the story.

Editor.

P.A.C. CONCOURS 1972

All Things Bright And Beautiful. A perfect day, an ideal setting and gleaming Packards. Judges busily engrossed in noting details, demonstrations runs after judging, picnicking by the pool with soft music in the background, and a fabulous collection of a variety of classic cars to investigate, neatly parked in their huge quarters.

Not many points separated the winners, and all were well presented. Those who will need to be present at the Presentation Night to be held at the home of President Max in December are :-

Pre-War. 1st. 1938 Super Eight. 1604. Formal Sedan. Max Hood.

2nd. 1925 Eight. 236. Holbrook Coupe. Jacques Hochstadt.

Post-War. 1st. 1955 Clipper DeLuxe. Ron Walker.

2nd. 1950 Eight DeLuxe. Rod MacRae.

Best Original. 1947 Eight Clipper DeLuxe. Robert Bracht.

Best in Concours. 1938 Super Eight Formal Sedan. Max Hood.

Naturally this judgement placed the '38 as our entry into the Combined Club day at Warwick Farm. Congratulations to Max. The Holbrook Coupe, making its first appearance at a club event, was the primary attention-getter. Although not 100% complete at this stage, it is still a beautiful machine and worthy of its award.

Other cars attending were the MacRae's '34 Super 8, Eric Lang's recently aquired '37 120 Sedan, now undergoing restoration, Bob Skillen's smart '39 Six Convertible always eye-catching, Ron Nyman's '39 120 Sedan, also in the throes of restoration. Jock Anderson's '50 Sedan and the Hogan '54 completed the field, apart from the three resident Packards, '34 V12 Coupe, '22 Six Tourer and '40 Six Sedan owned by our host Arthur Phillips. Sorry, one more to add to that collection, the Purple Packard, '30 Eight Coupe.

CVVTMC AT WARWICK FARM.

Each year is more spectacular than the last. Not only are the numbers increasing, but also the standard is continually higher even among the average use-it-all-the-time vehicles. To estimate the number of club cars present would be difficult, but over 1000 cars entered the grounds and less than a third would have been spectator cars. The rest were an amazing assortment of Veteran, Vintage, and Thoroughbred. (or Classic, or Post-Vintage, or whatever you prefer to call them). Some Fire Engines, a few vintage trucks, a collection of vintage motor cycles. All makes from all countries, big ones, small ones. Row after row after row. An enthusiast's heaven. Or nightmare if you had to choose one car out of them all to take home with you. The one fault of the day was that the number of cars was so great that they had to be parked a little too close to show off their best features, and one walked around in such a daze that that one couldn't remember which row your own car was parked in. An outstanding attendance and a day which no old car lover should miss. Congratulation to the Chev boys who took home not only 2nd in Concours with a faultless Coupe (1st going to a R.R. Veteran with not one speck of grime thereon, owned by Jack Jefferies. Sorry, but I'm not too familiar with Rolls models and can't give you an exact identification of the model) but also went

away with 1st in the Mobile Event, and Best Club of the day. Well deserved wins.

Congratulations also to the organisers, marshals, and other Officials. With maybe 600 to 700 early model cars to tend to, they all did a marvelous job.

Packards attending were mostly the usual who attend our own events, but even in that crowd they received their fair share of attention and admiration. If the number of cars keeps on increasing at this rate, something like Mascot Aerodrome will be needed to display them in future years.

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PACKARD PATTEN

Who is that dark haired, be-wiskered young man stepping out of that car? Delightful surprise, our Eamon has returned. After nearly 3½ years away overseas, our human computer is back with us, welcome home. Not expecting to be back for some weeks yet, the return was hastened somewhat by an argument between motor cycle and hard road leaving our lad with injured arm and the bike on it's way back by ship from Singapore. For those who don't know, Eamon McMahon Glynn was one of our earliest members and carried out the duties of Secretary/Treasurer for several years in his own inimitable style and was instrumental in so many ways in setting us on the right track before being sent to Paris on business. Glad to have you back.

The 1934 V12 Coupe took a run to Qld with its passengers Arthur and Rene Phillips to take part in the Sunshine Coast Rally organised by the Nambour Antique Car Club. All reports indicate that this week long rally was the best organised gathering that has ever been held by any car club. Definitely worth the trip. The V12 came home with the prize for the Best Packard.

We now know that Arthur was obviously meant to have that car. During a pre-run check, our Tech. Adv. looked under the instrument panel and there found an original sticker with words something like 'at the proving grounds, (and the date in late) '33', above this was typed a number, possibly the original registration no., and the prefix letters are A.P. !

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WEEKEND AT COWRA

We have been having much better luck with the weather lately and this weekend turned out to be perfect. Four cars, the MacRae '34 Super 8, with Ron Walker as passenger, the '50 owned by Rod MacRae, the Hogan family in the '54, and the Townsend family in their Mercedes, met in the early morn at Richmond Air Force Base, all eager to have a weekend away from the rat-race. No one was in a hurry, no rush, no bustle. A clear crisp morning and not too much traffic for the scenic run over the mountains, morning tea in the pine forest at Lithgow, and a casual run to Cowra to re-group for lunch. The 200 mile run was without noteworthy incident, even though the '34 appeared to be lagging on hills - something not quite right there, felt like petrol starvation -, and the country was most pleasant, the road good, the trip relaxing.

Motel rooms located, cars unpacked, kids rounded up, and with picnic lunches on board and Ken Townsend with Tourist Map at the ready, we set out to explore this pretty area. John and Rae Gambrell had by now joined us in their Station Wagon, and Tony Walker

and passengers arrived in the '55 semi-Packard. Tony does have a couple of complete Packards undergoing repair, but for this run the '55 with hybrid engine served the purpose.

First on the list was lunch atop the lookout to feast on the wide panorama of this lush valley, liberally laced with sandwiches, chicken and assorted goodies. Then down the hill to visit Don Kibbler's Auto Museum to spend several hours inspecting the exhibits. Don certainly has amassed quite a collection since we first met him when he was searching for his first car - he chose well, his first was a '22 Packard Tourer. His '25 Eight Roadster takes pride of place, and, amongst several other pre-'30 Packards, the 1915 Twin Six and 1919 Twin Six are the attention getters, although only in chassis and engine form, they are the earliest Packards that we know of in Aust. At the museum we met up with Karl Bratz normally from S.A., but luckily working only about 100 mile away this weekend, and Dick Rowe who took time off from Canberra and restoration of his newly aquired '47 to come west and have a chat. Winston Moore from Greenthorpe also found us, and of course Don and Marie Kibbler were buzzing around chatting with everyone. Dick Rowe, who at this stage has had little to do with post-war Packards, happened to mention that, though maybe, with that heavy body, they may not perform all that well. Rod took him for a run in "JO". Dick is convinced, otherwise.

The museum is worth a stop if you're down that way.

While we're here may as well have a look around. Short run to the Edgell's Country Gardens where well laid out field are yielding acre after acre of asparagus. Then to the War Memorial Cemetery and other points of interest, before returning to the Motel to freshen up, or have a short snooze before dinner.

It had been a long day, and those with small children decided to bed down early. The rest of us - must be getting old- also made it an early night. Rodney McKay, who had kindly made Motel bookings for us, came around, but unfortunately most of us missed seeing him. Thanks for your time and trouble, Rodney, sorry we didn't get a chance to chat.

Sunday morning we again re-grouped to head for home with several scheduled stops. Morning tea at Wyangala Dam, then to Bathurst for lunch, and, of course, a run around the Mount Panorama circuit where the week before the annual '500' had been run with record breaking lap times. Our speeds were roughly 4 times slower. If you have only watched this race on T.V., you can have little conception of the exhausting task it must be of getting those 'production' sedans around the 3½ mile (or thereabouts) track for 500 miles in 5 to 6 hours. They must be mad! At 30 to 35 mph it is a pleasant detour with magnificent views, long steep climbs, sharp S bends one after the other and the long run down to the bottom, even normal driving needs eyes on the road for most part, but at 100 mph-plus, it would be hair-raising to say the least. Once or twice around would be enough, but to do it for 150 laps.....!

The home stretch gave a problem or two to a car or two. The Hogan '54 had a boiling fit, the newly overhauled radiator being the cause. Fortunately it happened right alongside a handy creek and the occupants got their daily exercise climbing up and down a steep bank with water containers. "JO" burst a radiator hose, it needed renewing anyway. But all got home safely, even if the Snr.

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MacRae's were about 4 hours late. The Super had had enough of the late model electric fuel pump which had been fitted recently as a temporary measure when the original pump began to misbehave. (they don't make anything to last these days, only 38 years of work and the pump wouldn't work properly - wonder if it's still under warranty?) The modern pump has given more trouble in the short time than the old one ever did. Having been acting strangely as mentioned on hills, just out of Bathurst the new pump laid down and died. Lengthy roadside repair. Another two mile. Pump burnt out completely. Replacement electric pump carried in car. Long stop to fit same. Another mile or so. Stop again. Make one pump out of the two. This time she went about half a mile. She objected strongly to having to tolerate this modern rubbish supplying her food. Oh well, see if the old pump can be made to work. More lengthy repairs. Ah, that's more like it, running smooth and strong. Into Lithgow and up Lithgow Hill. Now pitch dark. $\frac{1}{4}$ way up the hill, oh no. Cough cough and stop. A touchy situation. Cars screaming up and down. Semi's grinding up the long long pull coming a bit too close. Can't roll her back down mainly because of the several sharp S bends at the bottom. Just have to get it going again. Up with the bonnet and have a try. Too steep here. Quick break in the traffic stream, and a quick roll back and across the road to a well placed parking spot, just enough momentum to make it as a laden semi came roaring down. Anyway, about an hour later with swapped pump valves and cardboard gaskets and re-sprung springs done mostly by feel and a dim dim trouble light, the sweet sound of a well fed engine filled the air. From there on home she went like a dream. Hills? What hills?

Altogether it was a good weekend without worry or hustle and we all enjoyed it thoroughly. We really should do this more often.

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John Logan, still way over there in Perth, has bought yet another Packard - how many is that now John? We've lost count. This time it's a 1955 Patrician, which are few and far between, originally belonging to the Dutch Consulate in Perth it has all the usual goodies of a Patrician such as push button radio, tinted glass, electric window operation, electric seat adjustment, sliding sun roof, Packard heater, etc. etc. Should be a nice mate to his '55 Custom Clipper. John's collection is spread over an area from up near the Qld. Border, through Sydney and now in Perth, and ranges from pre-'30 models through to his latest. By the way, the Patrician already has the speedo in Kilometers. John says the Packard bug is worse than being hooked on L.S.D.

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DID YOU KNOW?

The Packard Motor Car Company were not only famous for making fine motor cars, but also, particularly in the early years, for the then new innovations they introduced to the motoring world. During the early years of P.A.C. Aust. we published some of these Packard "Firsts" so for the new members we will again jot them down again. The list is quite impressive, and shows the foresight of the engineers in designing a car just that much better than its competitors. Some of these 'firsts' are on Page 15.

PACKARD SUPERCHARGED ENGINE.

by Jack E. Triplett -
the "Cormorant", Winter 1970.

Most of us are aware and quite proud of the fact that our Packards represent high standards of automotive engineering. The Packard engineering philosophy demanded that new ideas be explored, and much experimental and developmental work was carried out in the Company's engineering department. It was also inevitable that many of the ideas explored would, after careful study and evaluation, be rejected for one reason or another. Although Packard was responsible for many innovations, it was never really an innovative car, for an innovation, until thoroughly proved, may be just a "gimmick" and not contribute to improving the quality of a fine car. Packard would never allow an innovation to go into production until adequately tried and tested and until management was sure the change would do credit to Packard's fine name.

But even the rejected ideas explored by the Packard engineering department are of interest because they illustrate little-known aspects of the history of the company and its cars. The photographs of the Packard supercharged engine extracted from the voluminous factory photo archives show one of the interesting ideas advanced and tested by the experimental engineering department. Ultimately, the proposal for supercharging the Packard straight eight (the most prestigious engine in the late '20's) went into the file of rejected ideas - rejected because in some way it failed to conform to the high standard set for the Packard name.

The photographs have the date 1928 written on their backs, so it is probably a Sixth Series engine, or a prototype for the Sixth Series. The supercharger is mounted where the generator is normally found on Packard engines and driven off the timing chain, probably through a gear similar to the usual generator-drive gear. No sign of a generator is visible on the experimental engine (of course, for testing, a generator would not have been required). The timing case cover at the front of the car has been altered to accept some additional mechanical components, and the oil pan is heavily ribbed at the bottom. Otherwise, the engine seems stock, even to the location of the carburettor. I do not, however, have a stock Sixth Series engine handy for reference, and sharp-eyed observers could well detect other details in which the supercharged engine differs from production models.

Why was the supercharged engine built? What happened to it? Why didn't it go into production? Unfortunately, we do not have specific answers to these questions, though we can make some informed guesses.

In the history of the American automobile, there have been several periods during which a "horsepower race" among manufacturers resulted in rapid increases in the power ratings of automobiles. Recent examples of "horsepower races" occurred in the middle 1950's and toward the end of the 1960's, and in both periods increased power ratings were widely publicized, and praised or condemned (depending on how one felt about high performance).

Perhaps the first major "horsepower race" in this country took place in the late 1920's and early 1930's. In a few years cars in all price classes got larger engines - larger in number of cylinders, displacement size, and in power. Of course, the great classic cars had to try to maintain their position at the top. Their efforts eventually resulted in the giant multi-cylindrical engines of the 1930's. But that

is not our story.

Packard had anticipated the desire for more performance. The engineering department was hard at work on the problem, with the eventual result that in 1928 and 1929 special high performance Packards (the Speedster series) were offered to the public. The search for ways to increase the power of Packard engines must have involved exploration of supercharging (the principles of which were already fairly well known at the time). Photos of the experimental supercharged powerplant (probably only one engine was made) are all that have survived of this work.

We do not know much more about this engine. It never got beyond the experimental Department, and apparently was never actually installed in a car. Mr. Charles H. Vincent, Manager of the Packard Proving Grounds from 1927 on, and brother of Packard's head engineer, has indicated he never saw the supercharged engine. "I can definitely assure you," he wrote, "that this engine never had any official tests at the Proving Grounds and no passenger cars were sold with such equipment."

There are sound engineering reasons why supercharging has never been widely adopted, and has been reserved mainly for specialized applications. Noise, excessive fuel consumption, and reliability doubts worked against its employment in fine cars. Also, increased power can almost always be obtained at less expense by going to a larger engine, and without most of supercharging's problems. W. O. Bentley, one of the world's most eminent automobile designers, had few kind words to say about the supercharger in his autobiography, and he opposed supercharging his own cars.* Even though cars such as the "Blower" Bentley, the supercharged Mercedes-Benz models, and the SJ Duesenbergs are to-day regarded as among the ultimate in collectors' pieces, there were undoubtedly good reasons why Packard's name was never added to the list of "blown" classics.

Yes, there were sound engineering, manufacturing and commercial reasons for Packard's rejecting the supercharger. And yet, think of it - wouldn't you love to have a supercharged Packard roadster in your garage?

* "To supercharge a Bentley engine was to pervert its design and corrupt its performance." W.O. Bentley, My Life and My Cars, A.S. Barnes & Co. (1969), page 1952.

REMEMBER, points are adding up for the Packardian Of the Year Award. Think you haven't a chance at this late stage? The November Run could make all the difference, and the day out will be fun anyway. NOVEMBER 19th, Sunday. We shall meet at 9.30 in the parking area on the south side of Villawood Station, just off Woodville Rd, at the large shopping centre. From there we depart for the easy run to Leppington and Adventureland, a fun place for oldies and young alike. We hope to be joined by several other clubs so there will be some other cars to investigate too. This is the last run for 1972, so we trust you will make a special effort and join us. The weather will be perfect, and a day away from the usual grind will do you all good. For any last minute details, phone a committee member. We'd like to hear from you anyway.

PACKARD FIRSTS

- 1900. First to replace steering tiller with steering wheel. (although this is sometimes disputed by other companies, Packard had it first.)
- 1901. Alden S. McMurtney, first Packard distributor in New York, was arrested for driving a Packard at 40 mph in Warren, U.S. (not exactly to their credit, but interesting!)
- 1903. First to offer H type gear movement. Also first gasoline car to climb Mt. Wellington.)
- 1904. First gasoline car to travel faster than a mile a minute.
- 1908. First car to travel across America. Driven by J.M. Murdock, the car was a Packard 'Thirty'.
- 1901. First to offer manual spark advance.
- 1914. First to offer curved glass sections.
- 1915. First successful 12 cylinder engine, and first to use aluminium pistons.
- 1904. First to introduce expanding band clutches.
- 1905. First cellular radiators. Also first with top and bottom storage tanks for radiator, and first to introduce thermostatically controlled temperature, in later years.
- 1907. First Fire Engine and First Driving and Maintenance School.
- 1910. First Police Wagons.
- 1911. First tipping body on trucks.
- 1912. First truck to cross U.S. From N.Y. to San Francisco, fully loaded, in 46 days.
- 1909. First time in U.S. Military history that motor vehicles were used. Packard trucks were adopted as Gun Carriers and for transportation of men and stores.
- 1909. First to introduce the 'nest' system of loading trucks by using false bodies. Pre-runner to Container shipping.
- 1912. First six cylinder engine.
- 1915. First with a rudimentary form of air cleaner.
- 1920. First with a vibration damper.
- 1920. First car to be used as Presidential Car. This was for the inauguration of President William G. Harding on March 4th 1920.
- 1926. Packard introduced Hypoid Gears.
- 1932. First to offer automatic choke.
- 1938. First with air conditioning.
- 1938. First with Electromatic Clutch.
- 1954. First with tubeless tyres.

Those are just a few. Also on the list, although actual date is not on hand to report:-
 First to have wheels interchangeable at the hubs.
 First to use non-slip diff.
 First to offer front and rear bumper bars, then as an Optional Extra.
 First to use glove boxes.
 Plus quite a few more.

The P.M.C.C. were also the first in the world to erect a reinforced concrete building. This was in Detroit in 1903.
 The company was also the first to use Neon Signs.

More Packards were used in film making than any other make of car. We shall re-print a list of their speed records in a future issue too.

October 1972

THE PACKARDIAN

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FOR SALE

1940 Eight. 18th Series. Hearse. 6 Wheel Equip. Engine removed and dismantled, complete except for carby and manifold. \$200 o.n.o.

Dick Rowe 6 Quinn St. O'Conner A.C.T. 2601
Ph Bus. Hrs. CNBRRA 497355.

1951 Ultramatic. Parts car. Offer.

Milton Tattersal Ph. Richmond Exchange 534.

4 excellent 600 x 20 retreads.

1952/4 Thunderbolt engine.

36/8 8cyl engine.

1926 to 1930 Six and Eight Diffs, Front ends, etc. Host of bits and pieces.

1952 parts - ornaments etc.

all for sale - very cheap. Jacques Hochstadt.

Also, WANT :-

Std. 8 Carby 1929/30. Six cyl will fit.

20" Disk Wheels.

'29/30 Front and Rear B/bars.

29/30 clock.

Will pay top price, or swap for any above parts.

J. Hochstadt. 758 George St. Sydney 2000. Ph. B.H. 2110367

Ph A.H. 6655720

WANTED

To suit 1929 Big Eight.

Glasses for head, side and rear lights.

Radiator/shell.

Spotlight. Speedometer. Ammeter. Oil pressure gauge.

Luggage carrier.

Have parts for exchange. Clem Ryan. 78 Fisher St.

Fullarton S.A. 5063

To suit 1935 Std. 8 12th Series, 7 Pass. Limousine. 1202. Model 815.

2 tail light glasses.

2 tail light rims.

4 wheel caps.

1 Right hand front window frame (square rims round glass)

1 Carby EE 23 Stromberg.

1 Hand brake cable and casing - or sample.

1 electric horn - long trumpet type for under bonnet.

1 left hand sun visor complete.

2 head lamp glasses, dome type (similar to 120 model, but these will not fit.)

Allen Colmer. 38 Hawson Ave. Plympton North. S.A. 5037

Pre-War Six or Eight Sedan. Any reasonable condition, i.e., restorable and complete. Eric Lang, 61 Pacific Ave. Penshurst N.S.W. 2222

Ph 5795790.