

THE PACKARDIAN

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Devoted to the Preservation, Restoration and Appreciation of the  
PACKARD AUTOMOBILE

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AT THE SECRETARY'S DESK

As our President is somewhere in Europe at the moment, I will try to pass on some of the doings of the Club.

This is the second magazine put out by the Editorial Committee and I hope that we can maintain the standard set in the past by Gwen.

Owing to P.M.G. difficulties, some Sydney members had not received their magazine a fortnight after posting and country and interstate members could be worse off. The magazines were posted on the 10th September. We aim to post future issues bi-monthly on this date and ask that all contributions be received three weeks before this date, i.e., December issue material by the end of the second week in November, etc.

The material in some cases must be translated or laid out and all of it must be collated in order and typed. Then duplicated and put together with covers and put into folders. This takes a lot of evenings and Saturday afternoons. As the Committee is scattered all over Sydney, this takes some arranging, hence three weeks.

Again I would ask all members to send information to the Editor or the Secretary. As stated in the last issue, painting, plating, overhauls, etc. are of interest. If interstate groups send reports of events we will see your names in the magazine as often as you see the Sydney members' names. Don't forget interchangeability information.

The Club has had its Annual Concours and attended the CVVTMC Warwick Farm meeting and these are reported elsewhere. Please bear with me if the Editorial repeats any of this as I am not writing it and I must get this to our typist as soon as possible as she is going on holidays in seven days.

Packard Patter will be a bit scattered for the same reason.

Your Secretary,

Ron Nyman

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COMING EVENTS

Don't forget the run to the Art Gallery and Domain on Sunday, 14th October. Details in last issue.

? Mandarin Club.

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SECOND ANNUAL CONCOURS - 9th SEPTEMBER

This event was held in pleasant weather at the Farmhouse Kitchen, a restaurant at Annangrove, about five miles from Dural, Sydney. Twenty-five members and friends turned up at various times (would you believe that the Honorary Secretary arrived at 9.15 a.m.!). After much talking, the judging was done. Most of the cars were well presented externally but a number of good ones lost points for dirty engines and non-blackened tyres.

Noticed were Rod MacRae's set of four new tyres giving his '50 a firm grip on the road, Robert Bracht's sparkling '47 and Ron Nyman's new upholstery, carpets, etc. Ron Walker was missing because he had a rush trip to Wollongong to see his sick daughter.

The members repaired to the restaurant where a very good meal and an enjoyable time was had by all. Seems that Barb Townsend discovered garlic prawns and is now hooked (sorry!). The day was spoilt a little for Gwen MacRae as she had to return to hospital for a couple of days. Needless to say she was escorted by four Packards which swept majestically up the Sanitarium Hospital drive at Wahroonga. Where else do you park Packards but in the 'Doctors Only' area?

Results Second Annual Concours

Best car of day : Ron Nyman's 1939 120 sedan

Best restored car : As above

Best original : Robert Bracht's 1947 Clipper De Luxe

Best pre-war : Ron Nyman's 1939 120 sedan

Runners up -

Pre-war original : Eric MacRae's '33 Super 8

Post-war : Kevin Andrews's '55 Clipper

Best restored to represent PACA at Warwick Farm Concours.

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CVVTMC Warwick Farm - 16th September

Cars, fire engines and trucks attended on a day that did not start well with rain but finished fine but overcast.

This year the cars were arranged alphabetically except for the Rolls Royces and Bentleys which had to have their chicken and champagne together as usual.

Over thirty clubs were represented, over 90% being in restored or good original condition. There was feverish activity in the concours area,



legs protruding from under and inside cars as owners and helpers removed the rain and dust marks, etc.

A large area was roped off for the Mobile Events which attracted much attention.

Sydney PACA was well represented including Des Hogan, Arthur Myers, Tony Walker, Sue Spearing, Ron Walker, and the MacRaes Senior and Junior.

We were pleased to see several country members arrive, namely Karl Bratz who flew down from Barraba, cheerful as usual. Barry and Bev Smith drove from Tamworth and wandered about gazing in awe at the array of vehicles. They departed laden with spare parts for their Packard, having had an enjoyable day. We were pleased to see this very keen, pleasant couple and a couple of members are driving to Tamworth on the long week-end to gaze about up there. Eric MacRae was helped celebrate his Xth birthday and Gwen, not being her usual active self but cheerful as ever after hospital, sat in their car and chatted with hordes of visitors.

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#### PACKARD PATTEN AND OTHER THINGS

The Honorary Secretary is pleased to announce that his '39 '120' has been upholstered in Bedford Cord (imported, of course!) (the only way to get it) with toning felt to the roof and pile carpet to the floor. He is pleased! Instead of being asked 'What'll she do?', it is 'Where did you get the cloth?'.

The Honorary Secretary visited the Mangelsens at Mullumbimby a month ago. All are well there including the new baby. How many now Jan? Specifications of the 1973 model Mangelson -

Name	: Chad John
Body style	: A boy
Duco	: Fair skin
Upholstery	: Red hair
Date of registration	: Born on his grandfather's birthday, 9th August, 1973
Condition	: Fit and well.

Jim and Jan tell me that they have bought a farm on Mount Tincogan which rears its monolithic bulk fully 1,200 feet above the thriving metropolis of Mullumbimby, just at the end of the street where he intends to watch cattle eat their heads off and get fat! Good luck to you all, Jim and Jan.

The junior MacRae's will shortly be taking delivery of a new model now on the assembly line. Rod and Di have moved back to rural Dural so that Junior Junior MacRae can be indoctrinated into Packardianism from birth - as any right thinking enthusiast should!

Globe trotting Packardians department - Bill and Marj Mitchell now back in Sydney after a four month United Kingdom and European holiday. Only Packard seen was a '35 fitted with diesel engine (?). Better luck had Arthur Phillips and family on their recent world tour which included a stop over at Reno with days spent at Harrah's Auto Collection. A film night to review their trip is a must. Helen and Max Hood have left for London now, via Cairo and Athens, with return via America - to see a Packard or two no doubt?

Overheard at Warwick Farm - Two spectators, in deep admiration of Robert Bracht's '47, 'Isn't that the new Stutz Blackhawk from the motor show?' Eventually read the name 'Packard' and went away in wonder.

Dick Rowe of Canberra, now the new owner of Max Hood's 'Albert', will soon be wowing them in the A.C.T. with this '38 Super and Formal Sedan. Should be re-registered and back on the road when you read this. Dick was among a number of country-member visitors to Warwick Farm.

We are pleased to announce that the 'Purple Packard' is being changed to a brown and beige Packard. Please remove your sunglasses.

Max Hood now owns a smart yellow and black '28 6 Tourer - to go with his almost finished Victoria Convertible now deep blue with cream interior and white top.

The all new Galston Airport's main runway will pass by a certain well known 'pad' at Dural.

The Qantas Hangar will be an 'olde' tin shed which at present contains assorted Packards in various stages of undress. The Technical Officer in Charge is now busily growing an air-force type mo and speaking in such terms, quote, 'Roger, bandits at 3.0 o'clock low, old chaps', whilst the Hostie with the Mostie is practising her best 'plummy' voice, 'This is Galston Airport, gateway to beautiful uptight Dural, Packard service cars will convey tourists to the picturesque Quarry Road Motel with its mystical delights, etc.' -- Perchance to Dream.

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Evidently the First Edition of the 'new' Packardian was well received as we have not had a single member threatening to lynch us. Seriously though, your Editorial Committee was on tender hooks, trying to produce a magazine acceptable to everyone. We hope that as the months go by, our expertise will improve and the end product will be a readable and much sought after magazine. Your help is still required, the response to our request for articles was most encouraging.

Believe us, the work Gwen did single-handed for all those years deserves the Club's lasting gratitude. One couldn't credit the work and time involved in formulating, writing, correlating and then printing a



club magazine. We, your Committee, will try to keep up Gwen's high standard till she can resume as Editor-in-Chief with us blokes to do all the hard 'yakker'. Our decision to publish The Packardian bi-monthly was a wise one anticipating the 'Crean' budget and its resultant cancellation of the concessional postage charges for periodicals.

Taking another look into the 'crystal ball' we predict the Club rising to new heights with the forthcoming issue of Club Plates.

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#### THE WORKSHOP CORNER

My plea for information on interchangeability information has some fruit in the shape of a lot of hard work from Tony Walker of Killara, Sydney, who has supplied the following valuable information. Thank you, Tony, this is the sort of material we want.

#### Brake parts 1935 - 1958 Packards - P.B.R. Nos used for reference

##### Hoses -

H 530 for 1949-1959 Holden fits all 1936-1950 as replacement for H 411 and H 425.

H 528 for 1951-1954 Packard same as 1949-1951 Ford Custom.

H 528 will also fit rear hose 1955-1956-1957-1958 models.

H 540 front hose 1957-1958 can be replaced by H 550 as fitted to early Ford Fairlane.

##### Bonded shoes -

2006 Rear for 1955-1956 Packard same as front 1951-1958 Chev and rear 1959-1960 Chev.

##### Brake rubbers -

P 2937 boots for front and rear wheel cylinders all 1939-1956 same as all Ford Custom and Customline 1949-1960, also 1960 Falcon Ute.

##### Wheel cylinder cups -

P 1499 Suit 1946-1947 2100 rear 1946-1947 2103, 2106 front. 1951-1952-1953-1954 rear. 1957 front. Same as 1960 FB Holden (rear).

P 1219 Suit 1935-1936 front. 1939 front. 1940 1800 front. 1948 front. 1955-1956 rear. Same as 1949-1959 Holden rear.

P 667 Suit 1951-1956 front same as all Chevs 1949-1960 (front).

P 987. Some 1937-1938 8 Cyl. rear. 1942 rear 42, 2000-2001 rear. 1946-1947 rear. 1948 rear. 1949-1950 rear. Same as 1952-1958 Ford Mainline ute rear.

P 12400 rear 1957-1958 Packard same as early Ford Falcon rear.

##### Master cylinder parts -

All 1936-1958 except 1500-1501-1502-1506-1508-1603/8-1707/8 use P 983 primary cup.

All to 1956 except list above use P2925 piston with P 2925A secondary cup.

Primary and secondary cup same as all Holden 1949-1960, Ford Custom and Customline 1949-1960.

1941-1947 use P 4205 valve with P 842 pad.

P 4205 valve same as 1949-1960 Holden.

P842 pad used also on 1950-1956 Peugeot.

1941-1958 use P 4222 valve assembly same as 1949-1951 Custom Ford and AA 120 44 120 International 1958-1960.

1936-1938 use P 30 valve P 303 valve pad. P 30 valve suits 1950-1956 Peugeot. P 303 valve pad used in several G.M.H. cars 1936-1938.

##### Exceptions in list -

Use P 28 piston. P 294 secondary cup. P 28 primary cup.

The only other vehicle that used these parts of post-war years was AL 110-120-130 International 1950-1955.

P 105 boot fits all master cylinders 1936-1950. Other 1" master cylinders would probably offer an alternative boot.

P 10901 Boot fits all 1951-1958 master cylinders same as 1958-1959 Ramblers, 1949-1960 Studebaker.

##### Stop light switch 1941-1958 -

Same as 1939-1959 Ford.

##### Bleeder nipples -

1935-1956  $\frac{3}{8}$  NF 24 threads. 1949-1960 Holden will fit.

1957-1958  $\frac{1}{4}$  NF 24 threads. P 5993.

P 5993 is obtainable fits Studebaker etc. and is bleeder for small P.B.R. boosters.

E. & O. excepted.

\* \* \* \* \*



Seen in the Brunswick-Byron Bay Advocate, 15th August, 1973 -

#### CAR DOORS FOILED BURGLAR

Four car doors foiled an attempted burglary at Mullumbimby.

The burglar found his way barred by the doors, from a vintage model Packard, after he removed bricks from the wall of a storeroom at the rear of Mangleson's Store in Burringbar Street.

The doors, leaning on the inside of the wall, completely covered the opening.

Mr Mangleson said the storeroom contained nothing of value and if the burglar wished to call he could borrow the key.

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#### ANNUAL GENERAL MEETING

Members are reminded that the Annual General Meeting will be held in January, 1974, when a new set of officers and committee is to be elected. Any nominations to be sent to the Honorary Secretary.

Please send annual subscriptions by this date also.

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P 12400 rear 1957-1958 Packard same as early Ford Falcon rear.

Master cylinder parts -

All 1936-1958 except 1500-1501-1502-1506-1508-1603/8-1707/8 use P 983 primary cup.

All to 1956 except list above use P2925 piston with P 2925A secondary cup.

Primary and secondary cup same as all Holden 1949-1960, Ford Custom and Customline 1949-1960.

1941-1947 use P 4205 valve with P 84Z pad.

P 4205 valve same as 1949-1960 Holden.

P84Z pad used also on 1950-1956 Peugeot.

1948-1958 use P 4422 valve assembly same as 1949-1951 Custom Ford and AA 110 AA 120 International 1958-1960.

1936-1940 use P 30 valve P 30Z valve pad. P 30 valve suits 1950-1956 Peugeot. P 30Z valve pad used in several G.M.H. cars 1936-1938.

Exceptions in list -

Use P 29 piston. P 29A secondary cup. P 28 primary cup.

The only other vehicle that used these parts of post-war years was AL 110-120-130 Internationals 1950-1955.

P 105 Boot fits all master cylinders 1936-1950. Other 1" master cylinders would probably offer an alternative boot.

P 10901 Boot fits all 1951-1958 master cylinders same as 1958-1959 Ramblers, 1949-1960 Studebaker.

Stop light switch 1941-1958 -

Same as 1939-1959 Ford.

Bleeder nipples -

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#### MORE THAN 8 CYLINDERS.

by Burton R. Weaver, Editor  
the "Cormorant", Winter 1970.

In June of 1931 the Packard Motor Car Company announced production of a new Twelve cylinder automobile in the near future. At that time the nation had felt the severe crippling of a stock market crash for nearly two years. The frightening downward spiral of the nation's economy continued - the bottom of this nightmare did not appear to have been reached yet. Reviewing Packard's news to-day might cause the same thoughts in everyone's mind: "Why should Packard bring out a more expensive car at a time when hardly anyone had the money to buy even the cheapest car?"

The answer involves a study of what Packard's competition was doing, or, for that matter, had done. Cadillac had publicly instigated the newborn-race for more than eight cylinder cars with their V-16 announcement in January of 1930. Later that year they offered a V-12 which was followed by an announcement provoking perhaps even greater surprise: The small Marmon Company not only presented a 16-cylinder engine, but one that was larger than Cadillac's! In an industry where it is common to have a time interval from two to four years from initial thought of a major new mechanical idea to the production and marketing of it, one realizes that these three introductions in the highly untimely year of 1930 were in the planning stages years before that. Actually, we know that Howard Marmon began plans for his new 16 back in 1926 and Cadillac Division of General Motors began their 16 plans in 1927. GM was just able to complete the finished product first and beat Marmon to an introduction date. Those planning these big new engines in the late '20's had no idea of the forthcoming disastrous financial condition of the country. It was just ironic that these new top-of-the-line cars with their high prices would be introduced shortly after October 29, 1929.

Now let us go one step further: Why had any of the manufacturers started the so-called "multi-cylinder race" at all? Why go to "more-than-eight?" In retrospect we think there are at least two answers. For one, the record of the automobile industry shows a gradual increase in cylinders. Our own Packard Company exemplifies this as well as any. The Packard 6 followed the 4, and then in 1923 the 8 was introduced as a luxury companion to the 6. In 1928 the 6 was put to rest, and 8 became the standard number of cylinders for every Packard. Who, then, in the late '20's, was to say that the number 8 was to become the magic stopping point? At that time and place in the industry, it seems quite logical to speculate that "more than eight" might very well have been thought the next step in engine development. Secondly, the late '20's and early '30's was the era for the marketing of special high-styled custom bodies by name designers. In an era when it was obvious that other manufacturers were trying desperately to capture a larger percentage of the luxury market away from Packard, it seems logical to speculate that they felt the need for something extra-special under the hood to be a companion to their extra-special new body offerings. So we are concluding the subject of "the reason why" with the thought that it was a matter of competition - competition that caused Cadillac and Marmon to offer their 16's in 1930, and again competition that prompted Packard to offer a 12 cylinder car in the Ninth Series.



It is well here to point out why we have not referred to the new Packard 12 (correctly called Twin Six for the 1932 year only) as Packard's "top-of-the-line" car. True, it was the highest priced series. True, a careful eye can distinguish it from other series of the same year. But, from all sources available to us to-day, we believe that the 12's and the Super 8's in the Packard line were rated very similarly in the minds of the Company, the salesmen, and many owners. The 12's were "companion cars" to the famed Super 8's of the same year. It was not so much a matter of which engine "was best", but if you were buying an expensive Packard, the choice was simply - "Do you want the Super 8 or the 12?" With few exceptions the 12's and the Super 8's rode on the same wheelbase. Despite small differences in appointments each was trimmed in the finest taste, and each was comparable to any car offered by the competition. Both were definitely "senior cars" and were dually Packard's proudest products.

By the nature of this article - having agreed to restrict ourselves to a study of the American more-than-eight cars - we shall out-rule from our discussion such notable European products such as those made by Hispano-Suiza, Horch, Maserati, Maybach, and Lagonda. American competition came from Cadillac with their 16 and 12, from Marmon with their 16, and from Pierce-Arrow, Lincoln, Franklin, and Auburn with 12's. In 1931 Peerless made three 16 cylinder cars, but we cannot consider them real production cars for our study. It is superfluous to say that we consider Packard's 12 cylinder cars excellent products. But let us attempt to show why this was the case. To do this we must give more than a casual glance at the competition of the period.

We shall begin our study of the "more-than-eight" cars with Cadillac - the manufacturer who was first on the market with the product, and whose product holds a high place in the hearts of many collectors to-day. Their 16 offerings took place in two very different series and versions. Version I appeared in the 1930 models. It contained two banks of 8 cylinders at a 45 degree angle, overhead valves, and had 452 cubic inches of displacement. Each engine compartment in these cars was a thing of beauty - proud owners of these cars at meets today are often surrounded with many admiring onlookers. The car was a smooth performer on the road, and made its name early in its career. Over half of these overhead valve 16's were sold in 1930, the first year of production.

In the 1938 models Cadillac introduced a new 16. Featuring an entirely new L-head design with cylinders at a wide 135 degree angle, it had a displacement of 431 inches. Despite a still healthy and powerful sounding exhaust, most enthusiasts agree this engine was quieter than its earlier predecessor. In the late '30's, when the push for multi-cylindrical cars was quickly fading away, it is interesting to speculate why Cadillac designed and produced such a totally new engine to replace the earlier overhead 16. We can see several probable reasons: 1) Again, the new version suffered from the necessity of planning several years before its introduction. Its planning was going on back in 1935 and '36, when the 12's and 16's of all companies were more in vogue than they were in late '37, when the new Cadillac series 90 appeared. 1938 was not a good year for any manufacturer; our country was undergoing sort of a "second depression" after the recovery of 1937. 2) The new flathead 16 was approximately twelve inches lower in height. This permitted the body designers, who were striving for a lower look all the time, more flexibility for their future

creations. A look in the engine compartments of these Version II cars however, will show today's observer that the full potential of this lower design was never realized; there is a good deal of empty space between the top of the mighty flathead 16 and the hood. The designers were probably hoping that the success of the new 16 would propel it into the 1940's, when the body men could provide flashy, new, lower bodies more able to take advantage of the low engine silhouette. 3) The third possible advantage of the new 16 was that it was composed of almost fifty percent fewer working parts. If it were really to have taken hold of the market, this would have produced a real economic advantage for Cadillac production.

What did happen, however, was that the flathead 16 was a result of poor market timing. It appeared at the very end of an era - a time when the public had lost its earlier interest in the purely mechanical aspect of 12 or 16 cylinders. It appeared at a time when the nation's economy was at its lowest ebb in the last half of this financially troubled decade. Cadillac sales figures are difficult to substantiate to-day, but we have arrived at an estimate of 4,900 for a total production figure for all of Cadillac's 16's. Of this, about 3,250 were made in the early years of 1930 and '31 combined. And figures of 315 for model year 1938, 135 for year 1939, and 60 for 1940 make a total of 510 for maximum production of the later series 16's. Bearing in mind that these are all maximum figures, we can see that 510 is anything but spectacular for a three-year summation of a totally new engine run. Regardless of sales, however, the engine undoubtedly added to the general prestige of GM's senior division, and showered the regular V-8 engined Cadillacs with added appeal.

Following within a year of the first V-16 announcement was the appearance of Cadillac's new 12. Produced from late 1930 through part of 1937, this engine utilized many of the components of the overhead valved 16 of the same period, and displaced 370 cubic inches. Despite the fact that they are overshadowed by the reputation, complexity, and size of their companion 16's, these 12's remain very interesting in the eyes of collectors to-day. Further, let us realize this: by continuing and improving the basic V-8 and adding a 12 after the 16 announcement, Cadillac was able to offer the buyer an eight, a twelve, a sixteen, all in addition to the lower-priced LaSalle. In an era when General Motors was so eager to close in on the luxury market previously cornered by Packard, this range of powerplants and packages was pretty substantial ammunition they could use.

The other big new engine announced in late 1930 was the Marmon 16. With a total of 491 cubic inches, it surpassed the Cadillac 16 in both size and rated horsepower - an astonishing 200! Its banks of cylinders were also set at a 45 degree angle, it had the double plate clutch used by many other classics of the period, and it had one feature we might find surprising to-day: positive crankcase ventilation, in which gaseous fumes were led up through the carburettor!

The Indianapolis Company's powerful gem was to be short-lived, however. The Wall Street Journal of June 17, 1931, ran a release which foretold the problems of this small but quality firm. "Eastern banks are entering into a new financing program for the Marmon Motor Car Company," reported Marmon President G.M. Williams. "Despite the present curtailed output, overhead costs have been reduced to a point at which profitable operations are now possible. Unfilled orders for



the Company's new 16 cylinder models now total approximately \$500,000, but production and shipments of these, as well as the eight cylinder cars, are still being maintained." The obvious was happening: another small-production company was about to die as a result of the Depression. By the Summer of 1933, the Marmon Company had been laid to rest, and with it, after less than 400 units, rested the Marmon 16. In its short life span, however, this engine design created an aura of respect that lasts in the minds of many to-day.

..... To be continued.

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#### 15th DECEMBER - CHRISTMAS PARTY

This year's Christmas Party and Presentation of Prizes will be held at the Presidential Residence. It is planned to barbecue a pig. It will be a pay night. After the presentation, back slapping, etc.

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#### FOR SALE

1948 Ambulance Super 8 - new motor, paint, no rust, good tyres, needs trim - no registration.

1948 Sedan not Super - needs work. \$1,500 the price. Telephone 651 1493.