THE PACKARDIAN

Number 74

SEPTEMBER 1975

Published by PACKARD AUTOMOBILE CLUB OF AUSTRALIA
Devoted to the Preservation, Restoration and Appreciation of the
PACKARD AUTOMOBILE

Affiliated with -

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P.O. Box 2808,
OAKLAND. CALIFORNIA. 94618. U.S.A.

Packards International Motor Car Club,
P.O. Box 1347,
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PLEASE SEND ALL MAIL TO POST BOX 230, BROADWAY. 2007.

798 3029

EDITORIAL COMMENT

Several pleasant things have happened in the past weeks - firstly, the rally on June 1st netted 10 Packards, the best showing for some time. We saw several of the regulars and some first-time cars as well:-

Tony Walker riding with Ron Nyman in his '48; Des & Marge Hogan in the '54; Jack Hochstadt in his '30 sedan; Les Meek in his '58; John Williams and parents in the 38 '120'; Doug Rose-Bray in his '37 Super 8 7-seater (first club run for this car); Kevin & Barb Andrews in the '56, Don Inglis in his '47; Max & Helen Hood in the '34 Club , Paul Jeffries in the 39 '120'.

This is encouraging and we hope it is the first of many rallies where our member support continues. We have mentioned member support in previous editorial comments and we stress what an integral part of club life this is. Our club is only as good as our members and when we all work together, we all benefit. For too long has the running of the club been left to the willing few and far too long have we suffered from member apathy. Perhaps the tide has turned.....

The second pleasant happening was the visit to Sydney of Jan Mangleson together with her youngest offspring, Chad. Jan, Jim and family will be warmly remembered by many Sydney members: the family moved north several years ago taking the Red Baron (their 1939 120 American body) with them. Jan had several tales to tell and it was good to see her again.

In his quest for suitable material for the library the Editor/ Librarian has taken personal membership of Autoenthusiasts International. This is an American based, non-profit organisation founded in 1948 and is composed of collectors of literature on every type of American car and truck - antique, classic, special interest and current models.

Autoenthusiasts International publish a bi-monthly bulletin which contains an illustrated feature article on some aspect of automotive history. Also included is the editorial which keeps members informed on current happenings in the industry, book and magazine reviews and tips on publications. Also included is a review of trim changes made on American cars during the past model year.

Most important, of course, is the Literature Department. This department lists for sale catalogues, manuals and advertisements for American cars from 1900 through the 1950's, at prices which the publishers feel are competitive. This literature comes mostly on consignment from members, proceeds are returned to the member with the club retaining a percentage to cover selling, handling and mailing costs.

Further, the Bulletin has an Exchange section - classifieds for use by members.

Autoenthusiasts International feels it may be able to assist us with our library project - they will advise what they have in stock, also we will be able to appeal in the Bulletin and you never know what we might find. A.I. also produces reprints of rare classic or antique automobile catalogues, one being the 1938 Packard Custom Body Catalogue, which we hope to secure.

Autoenthusiasts International sounds really interesting - keep reading these pages for further developments. We like to keep members informed of items of interest, in this way the Club contributes to members and we hope that they in turn contribute to the Club.

Robert Bracht,
Editor/Librarian.

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PRESIDENT'S PAGE

This issue has brought the usual problems of what to print, perhaps not uncommon in car clubs. Technical material is somewhat difficult because of copyright laws, so we must rely on news. This issue has a large quantity of news, gathered from a few letters and visits from out-of-town members and information gathered on the "grape-vine". Could members please write to me if they have any news; have bought, restored or done a trip in a Packard.

Write and tell us of any modern substitutes for Packard parts or sources of supply of parts.

The Christmas party is getting close - bring your friends, it should be a good night.

Club plate renewal time is with us again; read of this elsewhere.

The committee has found it necessary to raise fees next year: $10 renewal and a $5 joining fee for new members. This is forced upon us by three things - postal increases (we all suffer from these - increase in cost of paper and we are going to have to pay for the typing of stencils for the magazine once more. Marj Hogan finds that she cannot continue. The committee wishes to thank Marj for helping out.

The Club will have to buy some paper next year as the present supply is almost exhausted, this was bought cheaply. The P.M.G. requires us to cover magazine costs to qualify for bulk postage.

The rise represents an increase of $2 - the first since 1969. The committee is going to make a real effort to print six issues a year - could members please help by writing to us.

We have enrolled several new members recently. This is encouraging; let us keep up the good work, and we welcome them to the Club.

Ron Nyman,
Secretary/President.

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MINUTES OF HALF-YEARLY GENERAL MEETING

Held at Veteran Car Club Hall, Queens Road, Five Dock on 4th July, 1975.

Meeting commenced at 8.30 p.m. with 16 members present.
Robert Bracht moved that the minutes of last meeting be confirmed. Passed.
The Treasurer, Kevin Andrews, read and explained the Treasurer's Report. The Club has 74 members with more coming in all the time. Moved and passed.

Technical Adviser has sold parts to 24 members since Xmas - this included parcels to South Australia and parts sold to members from Victoria. Very busy with enquiries for parts from many people. $334 in parts sold last calendar year, still another $150 to come in to Club.

New members: 7.

President gave report. Activities good this year, 10 cars at last rally, which was extremely good. President wants help with spare parts, mainly the sorting and shifting of parts at the moment, so as to get them organised and so parts can be readily got at when needed. At the moment a lot are stored under beds, in hallway, etc. in President's house.

General Business. Points discussed were the Packard Concours to be held on 7th September at the Farmhouse Kitchen Restaurant. Good lunch obtainable $4.50, children $3.50, good wine list. Members to advise by end of August so lunches can be booked. Plenty of parking space so the cars will be judged in a good atmosphere. 10 a.m. start, judging 11 a.m., no later.

Warwick Farm following Sunday. Clubs to be grouped together and to put on some kind of display. Start 10 a.m. if later cars will not be with Club - no limit on number of cars.

Xmas Party, 6th December, $6.50 per head, first class evening guaranteed. As many people as possible to come along, friends, relatives, we need at least 60 for this night.

Mr. Lester Lill made a suggestion that all new members pay an extra loading of say $10 when the first part was bought from the Club, and then all parts to be sold to this member at the low Club price. This would bring in a bit more money to help pay for these parts that are costing so much at this time, and later on if necessary to chase up more parts. Other suggestions similar to this were thrown in to meeting. Committee will discuss these suggestions at a later date.

Delegates for CVVTMC voted:
Ken Townsend, Ron Nyman - Delegates
Warren Pearson, Gwen MacRae - Alternate Delegates

Tony Walker to attend Swap Meet in Canberra and will be empowered to buy parts for the Club if he considers it a good purchase. Details of Swap Meet in magazine.

Meeting closed with a cuppa and goodies.

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PACKARD AUTOMOBILE CLUB OF AUSTRALIA

STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE PERIOD 1.1.75 to 30.6.75

RECEIPTS

	$
By Balance b/fwd	189.34
Subscriptions	
Membership	312.20
Magazine	244.80
" Postage	6.00
Sale of Parts	334.00
" " Lapel Badges	9.00
" " Car Badges	176.00
Hire of Club Plates	24.00
Registration & Insurance Fees	84.00
Loan A/c Subscriptions	650.00
Transfer of Building Society Funds	800.00
Interest	43.76
	$2873.10

PAYMENTS

To Purchase of Parts	2061.00
Advertising & Promotional Costs	5.00
Magazine Postage	14.09
" Stationery & Printing	7.70
General Postage	20.08
" Stationery	17.45
Functions	62.20
Library	9.04
Registration of Cars on Club Plates	6.00
3rd Party Insur. " " " "	75.45
Cash on Hand	156.50
Bank Balance	438.59
	$2873.10

K. A. ANDREWS
HON. TREASURER

EVENTS

Due to a last minute change of plans, the venues for October and November runs have been changed.

On Saturday, October 18th, the Chev. Club is having a swap meet at Picton and all members are invited. As this is a Saturday, members may turn up any time that they are able.

On Sunday, October 19th, we are going to the Deer Park at Leura. This is a medium length run and should be pleasant. Please meet at the Townsend residence, 69 Targo Road, Pendle Hill by 10 a.m.

Sunday, November 16th, our destination is Centennial Park, Sydney. Members are asked to meet inside the Oxford Street entrance at 10 a.m. as space is limited. Barbecues are available.

Please disregard any other arrangement for these days. The committee apologises for any inconvenience.

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AUSTRALIAN VILLAGE, WILBERFORCE
1st JUNE, 1975.

Ten Packards turned up to this run on a very pleasant sunny day. As your Editor said, the best showing for some time. Four other cars turned up, over 50 people in all. Packards present are listed in the Editor's comments, also there sans Packard were Ken & Barb Townsend, and Bob & Elaine Fraser, and a number of friends of members. A good run was had by all, followed by a picnic and barbecue lunch. Les Meek had to leave early as his bull-dog got sick, but no other trouble came along. The Australian Village is a collection of old buildings, mainly from the immediate area, including a post office, farrier, several shops, old homes and old Church, bakery, shearing shed, even a barber shop with a brothel upstairs! A train and pedal boats on a lake amused the children. There was a demonstration of two police or "traps" catching some bushrangers, complete with rifle shots andplenty of smoke and noise. Of course the Law prevailed.

It was a pleasant day and well worth the effort. Could we see a repeat of this attendance every run please?

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ZIG ZAG RAILWAY, 20TH JULY, 1975.

The day dawned fine and clear - Somebody up there likes us at last; traditional Packard weather is a thing of the past. Arriving at Castle Hill showground it was great to see the Townsends in the 1941 '120', out for the first time for a couple of years, sporting Club plates and looking very spic and span. Kevin Andrews was there in the 56, John and George Williams in the 38, Des and Marge Hogan in the 54, Max Hood turned up for the start only and Tony & Brian Walker came in their "other make". Everyone just made it as far as the cake shop at North Richmond, where the hungry travellers filled up on pies, cakes and drinks.

Pushing on up Kurrajong hill, it was surprising to see the Townsends in the 41 pass us all at a fair bat - in the opposite direction! (Turned out to be a blown radiator hose which was replaced in Richmond).

Up through the Bilpin apple country to the Lithgow Zig Zag turn off, where we met up with David Bluett, who led us down the top road, past the Top Points of the great Zig Zag Railway. Townsends and the Williams still hadn't arrived so the rest of us intrepid explorers continued on down the middle road of the old train line (which is gradually being replaced and renewed), through Clarence tunnel and down to Bottom Points. This is an extremely interesting sensation, riding a Packard on a 3'6" gauge railway line complete with exposed sleepers. Only from Bottom Points can the engineering marvels of the massive sandstone viaducts be appreciated.

A sheltered nook was found and barbecues were the order of the day. We were all interested at this point to meet up with Ian Ballinger from Lawson. We were also lucky enough to see the Indian Pacific thunder by round the foot of the mountain, past the old locomotives and carriages being restored for eventual use on the Zig Zag.

As we packed up and made ready to leave, our lost Packardians eventually found us, so we left them to the wonders of the great Lithgow Zig Zag.

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RUN TO ST. ALBANS, 16TH AUGUST, 1975.

The Club was favoured by another fine day, but with a bad attendance. Ron & Carolyn Nyman with young Andrew in the '48, Kevin & Barb Andrews in the '56, and John Williams in his 38 '120'. Gwen MacRae was there, and Ken & Barb & Jane Townsend arrived in their '41, but Ken discovered a leak in the radiator, so returned home to continue in his inferior make.

The members drove to Wiseman's Ferry, crossed the MacDonald River and proceeded to St. Albans via a rather dusty and bumpy road. The driver of a certain '56 had a black scowl worrying about the dust on his very clean car but we arrived safely. Lunch was cooked on the Townsend's portable barbecue.

Members returned via the northern bank of the river after John William's friend assured us that last month there was only three miles of dirt, then tar. This advice, although well meant, turned out somewhat incorrect, but a pleasant return trip along the banks of the river finishing with two miles of tar brought us to the ferry again!

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DON'T FORGET ABOUT THE CLUB PARTS AND THE TECHNICAL ADVICE SERVICE. ADVICE IS FREELY GIVEN AND IF PARTS ARE NOT AVAILABLE, ALTERNATIVES ARE SUGGESTED OR OVERSEAS SUPPLIERS PROVIDED.

BUSH COUNCIL RALLY.

We have been invited to the Bush Council Rally in Tamworth to be held during the 1976 Easter weekend, 16th to 19th April.

The Bush Council Rally Committee has arranged that all attending cars will be under cover for storage and display at the Travelodge Motel in the centre of Tamworth. One of the local Service Clubs will put the cars on display to the public each night to raise money for local charities.

Accommodation covering a variety of price ranges has been booked. Sixty rooms have been reserved at the Travelodge Motel for those who like to be where the action is; a further 100 motel rooms have been booked elsewhere. Caravans too have been reserved, but numbers are limited. Arrangements are under way with two boarding schools to use their premises over the weekend and the "sleeping bag and airbed" set will be housed in a scout hall equipped with hot showers, etc.

To make things easier for participants a fleet of buses will be available for transport between display area and accommodation.

The Bush Council Rally Committee plan a gala dinner dance on Saturday evening with a late Sunday morning rally start (for the high livers). The presentation of trophies will be during tea on Sunday night and will finish early, so that those who need to get a good night's sleep for travelling on Monday ... (The Committee have no doubts that they will be able to cater for the night owls as well).

Entry fee for the Bush Council Rally at Tamworth is $10.00 per vehicle, and entry forms are available from the Hon. Secretary. We suggest that interested members complete the form and return it to the Committee without delay to ensure the pick of the accommodation.

We will advise members of further details of the Bush Council Rally from time to time.

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NEW MEMBERS

Roger AUGER, 325 Archer Street, Shepparton, Vic. 3630
1938 '6'.
Roger is a motor trimmer.

Graham V. ASHMORE, 111 Maroondah Highway, Lilydale Vic. 3140.
1937 Super 8. Ph. 735-0039 (03)
Graham's car is a very low mileage example, and is very original. He also has a 27 Cadillac and a light airplane. He works in advertising - commercial art.

G.E. (Tim) GRIFFIN, 1 Edgar Street, Chatswood, NSW. (41.7390)
1955 Clipper.
Tim works for Hoyts Theatres and has had his car some years and has recently rebuilt the motor and is having the car painted.

David CUNNINGHAM, 58 North Street, Leichhardt, NSW.
1950 8 cylinder.
David has had his car for 8 years and has done a lot of restoration on it. New sills, boot floor, interior floor, [illegible], trim, chrome and a new coat of paint.

PRE WEDDING PARTY

Arden, the gracious home of Max and Helen Hood, was the venue for the pre-wedding party in honour of President/Secretary, Ron Nyman and Carolyn Lino. It was another pleasant evening spent at Arden and all the guests thank Max & Helen for their hospitality.

Amongst the first to arrive were Ken & Barb Townsend and Jane, Jack Hochstadt and Tony Walker, Kevin & Barb Andrews, Shannie & Robert Bracht, the Hogans and Gwen MacRae. Soon the large rooms were filled with many Packard friends happy to celebrate the forthcoming marriage.

More to come - the Pearsons - Warren, Denis and Dorothy - arrived in the '40 which looked very smart in its blue duco. Don Inglis, Philip, David Bluett and new member John Williams and his parents.

The party was a great success. However, we were disappointed that Carolyn was not able to be with Ron. She was a victim of a virus and confined to bed. Fortunately she recovered for the wedding the following week.

Supper was held in the red dining room, and superb it was. The Packard Girls had provided a delicious spread and it was served amid Helen's exotic flower arrangements.

Our host expressed the warm wishes of all of Ron's Packard friends and said how delighted we were that Ron was taking a wife. Further, we thought that Carolyn was a warm, intelligent woman and that she and Ron should have a long and happy life together. On behalf of the assembled friends Max presented Ron with a silver ice bucket, elegant and superb.

It was Ron's turn to say a few words - how much he appreciated the friendship of those present, the party, the ice bucket and a special thank you to Barb Townsend for her efforts.

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Ron & Carolyn would like to thank all of their friends for giving them such a magnificent gift, it is truly elegant. Also sincere thanks to Max & Helen for being hosts and to Barb Townsend for using her unerring taste in the purchase of the gift.

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AND NOW THE WEDDING!

A glorious winter-warm morning heralded the midday service for the marriage of Ron Nyman with Carolyn Lino. Saturday, 18th July was their chosen day and what a delightful day it was. The weather was perfect and the settings were pleasant - the Beecroft Presbyterian Church, small and friendly with a stone paved forecourt patterned by the sun filtering through the leafy trees, and later at the family home for the reception.

The bride and groom arrived at the church in Brutus, Ron's black gleaming 1948, driven by Tony Walker. Matron of Honour, Shannie Bracht, and the best man followed in the also gleaming Sebastian.

Ron, sporting a huge red lapel carnation, and Carolyn, elegant in full length highlighted caramel, walked down the aisle together to present themselves for the marriage service, a warm and sincere service for two special people. Following, Mr. & Mrs. Nyman were congratulated and photographed in the sun dappled forecourt before being whisked away in the awaiting Packards.

The reception was held in nearby Cheltenham at the home of Carolyn's aunt, Mrs. Graham. This setting too was pleasant - the large house, wide verandah and beautiful garden easily accommodated the many guests who enjoyed the family's gracious hospitality.

The champagne flowed, the conversation was lively as guests mingled, meeting new faces and greeting old friends. The buffet luncheon was delicious and with the guests gathered in the dining room it was time to toast the bride and groom. To Robert Bracht fell this honour and after some well chosen words the guests raised their glasses, wishing Ron & Carolyn a long and happy life. Ron responded, they cut the cake and the party was back into top gear.

As the evening cool enveloped the afternoon warmth Brutus moved down the gravel drive carrying Mr. & Mrs. Nyman to their new life together.

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FLASHBACK TO 1916

Having a little time on his hands, Warren Pearson visited the Public Library and asked for copies of the 1916 "New York Times". He was horrified to have a large trolley of papers brought to him - the New York Times is a large daily newspaper and just one month makes a formidable pile of reading. However, he skimmed through and came up with some interesting snippets of Packard advertising.

"Loose-Wiles Biscuit Co., who in 1910 bought their first Packard truck, now has 44. 'We made a thorough study of trucks before buying our first Packard. We had operated cheaper trucks - they were constantly out of order and expensive. We now believe the best truck is the cheapest. Our Packards have never been held up for a moment and not a single one of them has ever had anything serious the matter with it. Packards are all that can be asked of a motor truck.
Ask the man who owns one - Packard Chainless Trucks.'

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Packard - 1914 6-48, 7-passenger Touring. Less than 6000 miles, condition like new car, has one man top price - $1,300. Can be seen at 195 Clymer Street near Williamsburg Bridge, Brooklyn.

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Expansion! Its big production that has decreased Packard cost - and increased Packard worth.
50 a day now - as against 15 a day before the Twin Six was created - before Packard's crowning achievement in motors was launched upon an eager market. Three-fold - and more - the increase has been - a direct gain to the man who buys a Packard.
Tripled production enables us to buy materials to greater advantage - to use more ingenious special machinery, labour-saving

CLUB PLATES

Sydney Metropolitan members are reminded that fees for Club Plates are now due for 1976. The cost is as follows:

3rd Party G.I.O. (compulsory)	$25.15
Registration fee	2.00
Club Fee	1.00
Cost of plates (if applicable)	12.00
3rd Party Property (advised)	44.15

Plates remain the property of the Club, and must be surrendered when the vehicle is sold. If the car is sold to a member, please notify the then Secretary - we may be able to organise transfer of registration.

Plates are paid for once. Members are advised to take out a 3rd Party Property cover on their cars at least. This is expensive at $44.15 but is a prudent move.

Members are advised that they are able to run eligible cars on plates from two clubs, if the 3rd Party policy is endorsed for both clubs. The only extra fee is the club fee of $1.00.

At the moment, members have to have two registration labels and plates if the car is running in two clubs. These must be displayed when on respective club runs. Some members belong to the Vintage Car Club or Australian Historic, but when on P.A.C.A. runs must show P.A.C.A. labels and plates. A motor cycle label holder is suggested. Members cannot have two labels on a windscreen at once.

Please ring the Technical Adviser, Tony Walker, on 498.3959 for inspection.

These plates are available only for cars manufactured before December, 1941.

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CLUB BADGES

A new supply of Club Badges (car) has been ordered. They will be sold at cost, about $17. Next issue will have the final price. Badges are sent post free to members.

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T Y R E S

Next issue we hope to have a list of Dunlop tyres available in Australia. No prices can be given as these can rise before the ink is dry on the old list! Dunlop have undertaken to distribute these tyres through their main depots and a list of addresses will be given.

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The list of members buying parts from the club grows - have you bought anything yet? Write to the Hon. Secretary or Technical Adviser telling of your needs and we will help if possible.

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PACKARD PATTER

We are pleased to announce that Barb Townsend has been nominated for the Cecil Beaton Award for photographic excellence. Cecil Beaton is the famed British photographer noted for his artistic and imaginative portraits of the Royal Family and this is the first time a nomination has been recommended in the Colonies. Well done, Barb, we will keep our fingers crossed and wish you good luck. By the way, the photograph which earned Barb this nomination is a portrait, although not Royal Family the subject is certainly enthroned.

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John Williams of Epping has become a full member by buying a 1938 '120' sedan. This car is very original and is reputed to have a low mileage. It has 6 wheel equipment and has a black glass picnic (or champagne?) tray in the rear of the front seat. It is a fully imported car, with Bedford Cord and is Packard Blue.

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Alan Clencie of Glen Waverley has purchased a 1946 '8' Clipper to share a garage with his 1946 '6'. He purchased this car from Victorian member Ray Parsons, who is going to Western Australia to live.

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Jeff Gransden of South Australia has purchased a 1955 Clipper. This car is having the Ultramatic rebuilt with parts and advice supplied by the Club and the TechnicalAdviser.

Jeff tells us that his wife Eileen has just returned from a holiday in California - any photos of Packards, Eileen? Jeff is off on an extended tour to Central Australia, Birdsville Track, about 4000 miles. Jeff and Eileen have to take separate holidays as they work hard together running an Ampol service station in Edwardstown, Adelaide.

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Max Hood of Wahroonga, has bought back one of his old cars, a 1937 '120' sedan, 6 wheel equipment. Max sold this car some years ago to make room for something or other, an Alsatian or two more?

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Don Inglis of Sydney is having his 1947 Clipper rewired, then trim and paint. This car should be very elegant when finished.

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Arthur James of Grahamvale, Vic. recently visited Sydney en rout to Queensland for a holiday. He called in at the President's house, where he found some useful parts for his 1948 and then went on to the Technical Adviser's home where Tony Walker and he talked to 1.30 a.m. about things Packard.

Both Tony and Ron Nyman have had letters of thanks from Arthur for the help given him while visiting. Arthur has extended a warm welcome to any members visiting Victoria to call on him, he has an apple orchard three miles out of Grahamvale - shouldn't be too hard to find.

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John Mackie of Hillston, N.S.W. visited the President and Tech. Adviser while on holidays in Sydney, driving his very nice 1955 Clipper. He purchased from Club stock some parts and spent some time with Tony Walker.

Unfortunately, he broke an axle while in Sydney but a replacement was found.

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New member Graham Ashmore was recently in Sydney and made some enquiries about parts for his Super 8. Not much joy here, but he was given some overseas contacts to try.

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John Williams recently bought a 1925 AJS V-twin motorcycle, which is very original, missing only a few parts.

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Lester Lill hopes to have his 1940 convertible coupe finished by Christmas; the motor is finished at this time.

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Barry Smith of Tamworth hopes to have his 1933 Custom ready for the Bush Council Rally in Tamworth in April, 1976. Best of luck Barry.

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Mervyn Fairhurst of Kew near Taree has recently visited the President and Technical Adviser, thence to Ken Townsend to purchase some parts for his 1937 '6'. This is a very original car, with leather upholstery with the Packard crest on the seat backs.

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Your President has sold his faithful and long suffering VW and bought a very original 1962 Studebaker GT Hawk. This car is in very good mechanical order. Ron feels that since he recently married, a VW is too small for extended touring. His wife's 1968 Fiat 850 is likewise and the 1948 Packard too good. Added to all this, he acquired an instant family in the shape of a small 4 year old boy, Andrew.

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PACKARD PATTER

Bob Fraser of North Rocks, Sydney, is leaving for parts afar. Bob and his wife Elaine returned from Canada 18 months ago after a five year absence, to buy a house and settle down to restoring his 38 Packard 120, 31 Buick 5-seater coupe and to driving his 62 Studebaker G.T. Hawk. However, Canada and work beckoned again so he had to sell up all - no, not his wife! He sold his cars - the Studebaker to Ron Nyman; the Packard to a Sydney member, and is selling his house to someone who is a car nut. 2-3 car garage and lots of space for parts. Bob joined 18 months ago and we will be sorry to see them go. Bob is enthusiastic and Elaine very tolerant. Best of luck to you both!

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Kevin Ward of Penshurst, Sydney, has bought Bob Fraser's 1938 '120' and it only needs to be painted to become a good car. Kevin is another keen member, having a 1923 tourer also.

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Eric Laing of Penshurst has sold his hire-car, and to save having a useless black suit, tie and white shirt, has become a body snatcher - read undertaker's assistant. For a short time until he has a look around.

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Max Austin from Victoria has purchased a 1937 '6' and work will start on this soon. If it is restored to the same degree of perfection as his '120' Dietrich convertible sedan, it should be a magnificent car.

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Ian Ballinger of Lawson (Blue Mountains) has started work on his 1951 2-door sedan. This car used to belong to long-time member Shirley Foukes.

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Derek Munday from Tasmania writes telling us that he is thinking of buying another Packard to keep his 48 company. Derek's car was featured in Restored Cars recently and it looks to be a magnificent vehicle. Derek also sends congratulations to all concerned with the production of the magazine. In the last issue we agreed that while the magazine might not be as regular as we would all like, the $8 membership fee was well spent if Club parts kept your Packard on the road. Derek had been unhappy about the magazine as other members must be, but took the point about the $8 being well spent.

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Des & Marj Hogan have bought their elder daughter, Debbie, a horse - Pepper. He is a large horse, 16 hands, but very gentle. If you stand near him, he will put his head on your shoulder and go to sleep.

Des has given the '54 a black roof and is going to paint the rest of the car Silver Mink, a mild metallic grey. After that, maybe a retrim!

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VISITING OUR PACKARD FRIENDS IN SOUTH AUSTRALIA.

By Barbara Townsend
(assisted in no small measure by
Ken & family, no doubt)

Left home very early on Saturday morning (3.15 a.m.) and after a very good trip down the Olympic Highway thru such towns as Young and Wagga, we arrived at Albury in plenty of time for lunch and all afternoon looking around this very interesting city. Staying overnight there and continuing along the Murray Valley, making many stops and detours to inspect the many and varied things of interest. Arrived at Mildura in the dark but managed to book into a hotel for the evening. Up bright and early next morning, we still had a distance to travel and although we were very interested and keen to see as much as possible we were very excited at the prospect of visiting the beautiful city of Adelaide. How long have we been promising ourselves this trip!

Arrived on Monday at approx. 4.30 p.m. at Jeff & Eileen Gransden's Ampol Service Station, Edwardstown, and after greetings and Packard salutations and holding both Jeff and Eileen up from getting on with their work, we motored to their beaut home to pick up some gear. Whilst we were there were shown thru Jeff's "shed" which he tends to call his "stable", size 40'x38' and housing his pride and joy, 1937 Packard, '110', 1929 Chev Cabriolet, 1938 Austin 10 Sedan (Eileen's), 1936 Buick 8, 1960 Elfin Clubman (hillclimber), 1929 Chev Roadster under restoration, and 1929 Chev truck, under restoration. This "shed" has to be seen to be believed. Jeff then showed us to our on-site caravan, very kindly arranged by the Gransdens for us. This was at the very beautiful Brownhill Creek Reserve. We stayed in that night and got organised.

Tuesday 9 am while still trying to get organised, we were welcomed to Adelaide by a visit from Clem Ryan, then over to his home for morning tea with Clem and Jo, and an inspection of Clem's cars, which were1937 Club Sedan (original), 1929 Roadster and a 1929 Tourer. We finished the rest of the day sightseeing around the city.

Wednesday we visited Bridwood Mill Museum, 50 miles north east which consisted of four floors full of marvellous dollection of old wares, the best we've seen anywhere. A large collection of cars of all eras and all types, racing, family, veteran, vintage, thoroughbred and novelty. One Packard was sighted under restoration, about '28 sedan, good condition, but too far from barriers for closer look. Motor cycles about 60 to 70 of all types and ages. Back to caravan by different road and about half way back our Mercedes screeched to a stop almost of its own accord so that we could investigate a very l-o-o-o-n-g vehicle in a shed on left. It was a 3 door 12 seat ex hire car 26-6 with 8 cyl. engine fitted and protruding into firewall area, floor plate removed but in one of rear seats looking lost, no bumpers, English headlamps, rest only fair, apparently not for sale for less than $1000 - "DRAT". Quick tea and then a visit to John Tideman and children, Sandy and Kathy, for a "Packard Natter".

Thursday off down coast of St. Vincent's Gulf, past Maslin's Beach nudist bathing, too cold to spot any goose bumps, unfortunately.

Down to Victor Harbour for lunch and back inland through the most beautiful undulating green hills. Another quick tea and around with Jeff to Alan & Valerie Colmer's to see Alan's 1939 120 roadster, 1934 Victoria, 1939 Buick 8, 1929 D.A.Dodge and 3 M.G.s.

Friday morning was raining so our first "sleep in" and then sightseeing along coast and beaches, not as good as Sydney's, but nice. We kept driving through the rain and wind, the only other living things out were the seagulls. We went as far as we could go, until once again water stopped us, around Inner Harbour where we inspected at close quarters, bridge, engine room, boiler room of the "Yelta", the last working steam tug on the coast. Engine 1000 h.p. was idling over and most interesting. Back thru city, and a quick hello, fill her up, goodbye a Jeff & Eileen's, home to chicken tea and at 7.45 p.m. Jeff and Eileen called for us to guide us to the club rooms of the South Aust. Sporting Car Club for a meeting (annual Ladies Night) Vintage Section. Met quite a few old friends and it was lovely to see them again.

Saturday morning a car check up and in the afternoon Philip decided to go to a movie while we drove around the outskirts of Adelaide, mainly visiting the Festival Hall and very much taken by the magnificent old homes in North Terrace, we were seen to peep over many a back fence, just spying of course!

5 p.m. to Jeff & Eileen's for a party they had arranged for us to meet members and friends. Clem & Jo Ryan were there, Jim Thompson, John Tideman, Max & Marj Farmer who own three 52s, Ian and Bronnie Kerr & children, 1940 Aust. 120, Neil Perrin restoring a 1938 110, Bryan & Margaret Brady & children, 1952, 1936 coupe. Art & Eileen & Anne Potter were there and last but certainly not least Don & May Davey. During the evening Jeff showed movies with sound commentary, true to form Jeff had cut in various snippets of R-rated material. Friend of Jeff & Eileen, Don Davey, had everybody in stitches most of the night with his multitude of hilarious anecdotes. It is only recently that our ribs have lost all their soreness, from continuous laughter. Thanks again, Eileen & Jeff and everybody else in South Australia who made our first visit to their beautiful State a memorable occasion. We'll be back!

Sunday morning still raining, out to laundrette to dry clothes that were washed and rained on Saturday afternoon, then to Jim Thompson's to see his beaut '28 8 cyl Packard and '30 LaSalle, both in A1 shape. Sunday afternoon out to Don Jacobs to visit with Don & Lena and inspect and admire Don's collection - 1936 Packard 120, 1935 Oldsmobile original and Anglia under restoration. Don also has collection of vintage, thoroughbred and modern beer cans from all around. Not forgetting his collection of car badges of all makes and models. Don & Lena then convoyed us to John Lascocks home, where we inspected his T Models. Other cars were unseen by us unfortunately although Don tried hard to find them at John's huge Garden Nursery in John's absence.

Monday farewell to Adelaide, off to Mt. Gambier, Murray Bridge and right along the Great Coast Road with the most beautiful scenery all the way. Tuesday night, country pub at Port Campbell, fishing

village. Wednesday afternoon arrived at Peter Toet's place at Werribee out of Melbourne and surprised Leslie and baby. Thanks Peter and Leslie for the overnight accommodation. Having been to Melbourne before and time slipping away, off on our homeward journey via Princes Highway to about 15 kms south of Nowra where eagle eyes spotted a 1929 Chev. truck which we secured for a sentimental restoration because that was first truck at beginning of haulage business.

Back to the grind on Monday.

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STANDARDISED ROAD TESTS
1956 PACKARD CLIPPER

This Road Test is reprinted from an old issue of the NRMA "Open Road". We thank the librarian, Mr. EWAN KENNEDY, for allowing us to print this.

"The frontal aspect of this exceedingly high performance luxury saloon suggests power, even while at rest. On the road, its flashing acceleration andtremendous hill-climbing ability prove this is not an illusion.

Test car by courtesy of Ira L. and A.C.Berk Pty. Ltd. Speedometer reading, 3,897 miles. Course: Sydney (NRMA House), Royal National Park, Bulli, Appin, Douglas Park, Picton, Old Razorback Road, Camden, Sydney (NRMA House). Mileage 162. Date 22/5/57. Weather: Fine and cool.

TEST RESULTS.

Acceleration.

Through gears, 0/30 mph, 4.7 sec: 0/40 mph. 6.9 sec: 0/50 mph. 9.8 sec 0/60 mph. 13.6 sec.

Hill Climb.

Artillery Hill, Royal National Par, 7/10ths mile, average gradient 1 in 9, climbed using "D" range in 51.5 sec.

Fuel Consumption.

Mileage of test, 162. Average speed, 40.1 mph; average speed, Sutherland to Sutherland, 123 miles, 45.5 mph.
Test load: Driver and observer (42 cwt approx. all-up weight).
Overall, including all tests, 15.4 mpg.
At constant 30 mph over 4 miles (at end of test), 22.5 mpg.

Braking.

Surface, coarse bitumen. Weather, fine.
Foot brake: Efficiency 90 per cent.
Corresponding stopping distance: From 30 mph, 33.5 ft; from 20 mph, 14.9 ft.

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It is some time since we have had the opportunity of acquainting our readers with a really luxury class car. This new Packard, which costs £4,320, has luxurious interior appointments, automatic transmission, power-assisted brakes, torsion bar, automatic suspension and an O.H.V. power unit of 240 b.h.p.

The appearance demonstrates the current American trend of massiveness with high pointed rear fenders, incorporating very large rear lights, heavily hooded headlights set in front fender extensions, and enormous areas of chrome bumpers front and rear, well wrapped around on the corners.

Length of Body.

Almost 18 feet in length, this car presents somewhat of a parking problem in today's traffic conditions, but this length also permits its very generous legroom in the front and rear compartments. The boot is cavernous, and it is quite easy to step into it when needing to reach articles stowed well forward.

Stepping into the boot produces a disconcerting effect, in that the car sinks about six inches, upon which the leveliser-motor can be heard coming to life to reset the car height to normal. This operation is going on constantly while the car is in motion, but is not then so obvious.

Stepping into front or rear compartments also disturbs the level, but it quickly returns to normal. In this way the attitude of the car remains level, and it is so sensitive that even filling the fuel tank produces a reaction as the fuel flows in.

One of the safety features noticed with this suspension is that a full complement of rear seat passengers does not alter the attitude of the car and upset the headlight focus.

From the driver's viewpoint, the car is comfortably appointed. The large front seat is adjustable and the steering wheel well positioned. There are only two pedals, a very large pendant brake pedal and an organ-type accelerator pedal.

Instruments are in front of the driver and are reasonably comprehensive. Oil pressure and battery charge indicators are in the form of lights set in panels, large enough to have accommodated gauges which would be far more informative.

The speedometer is large and centrally situated, and records up to 120 mph.

Evidence ofthe car's ability to cruise effortlessly at higher than normal averages soon became apparent when we travelled through Royal National Park. The time taken to reach Stanwell Park was 20 minutes less than usual, not that we make a test of this section, but we were not conscious of any attempt to travel fast.

Steering Ratio.

Although this is a big, heavy car, its ability to negotiate twisty sections of road is above average. The only fault we could find here was that much wheel winding was needed, due to the ratio of the steering box. Five turns are required from one extreme to the other.

This ratio in the steering is unavoidable in a big heavy car if the steering is to be comfortably light without the assistance of power operation.

No undue heeling or pitching was experienced, although squeal from the 7.60 x 15 tyres was readily heard. The torsion bar suspension handled rough roads in a competent manner. It bottomed on the front end when a vee gutter was struck fairly fast, although there was perfect control over the remainder of a rough stretch.

The powerful engine is very quiet, as is the transmission under nearly all occasions, except for an initial jet type whine from the gear box on violent acceleration.

As would be anticipated, this car is capable of flashing acceleration and sustained high speeds. With the power-assisted brakes, good vision and excellent driver and passenger comfort, it makes an ideal choice for any motorist who has to cover long distances.

With its surprisingly good fuel consumption, this car's range on

its 17 gallon fuel tank would be about 300 miles even when cruised fast.

AT A GLANCE.

Price £4,320 inc. S.T; Tare weight 38¼ cwt; wheelbase 122½ ins.; Track: Front 59¼ in. rear 59¼ in; Ground clearance 5 in.; Overall length 215 in.; Width 77 in.; Height 62½ in.; Turning circle: right 41 ft. left 41 ft.; No. of turns lock to lock 5; Tyre size 7.60 x 15.

Engine.

O.H.V. V8.
Bore 4 in. (101.6mm); Stroke 3½ in. (88.9 mm); Capacity 5243cc; Rated H.P. 61.2; B.H.P. 240 at 4,600 rpm; Compression ratio 9.5 to 1; Design features: Overhead valves are pushrod operated from hydraulic tappets. Carter dual throat carburettor. A.C. mechanical fuel pump. By-pass oil filter. 90 degrees angle between cylinder blocks.; Clutch nil.; Gearbox: Packard Ultramatic transmission embodying a lock-up clutch, a four-element torque converter, a multi-plate clutch and a two-train epicyclic gear. Type of drive: Hypoid bevel, 3.07 to 1; Electrical system 12-volt; Brakes Servo-assisted hydraulic; Suspension: Common torsion bar with leveller; Shock absorbers: Telescopic all round; Steering gear: Gemmer; Chassis construction: Separate heavily constructed and braced chassis frame; Body construction: All-steel, pressed panels; Seating capacity: Six in comfort.

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AUCTION SALE

For those members with patience the catalogue for the auction sale of "Vintage and Pre War Automobiles, motor cycle parts, radiators, wire wheels, lamps and instruments, etc. under instructions from Anthony Noonan Esq." provides interesting reading.

Some 1,041 items were listed with the promise of a further 300 to 400 items to be offered on sale day. However, for Packard fanciers there was not a great deal offering. Items of interest included:

1936/7 Packard super 8 diff.
1936 (approx.) 8 Convertible body and parts
1937/8 mascots
2 19" disc wheels
1937/8 Packard 6 cyl. sedan
Pair Packard bumper bars 30 - 40
Vintage Packard crankcase, head, front end, steering box, 2 diffs
1928/9 (approx.) Packard 8 sedan, cowl front guards, steering assy.
1936/39 Packard trunk rack and bumper
1936 Packard 8 grille and bumper
1936 Packard 8 motor, gearbox

So there it is - just a few Packard bits amongst almost 2000 items.

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