

THE PACKARDIAN

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

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So far this year has shown a slight upturn in attendance at events, the run to Kurnell on the 18th March being very enjoyable.

The magazine has gone through the usual typing problems, this accounts for the delays.

We hope once again, that the problem is solved. This has all been said before, but unfortunately it is true. The club has gained a number of enthusiastic new members this year, one member with a 1930 sedan, regd. and in sound original order, the other restoring a 1937 roadster.

At the end of April, a new membership roster will be drawn up, this will be a separate magazine, members can put it in their glove box for reference when on holidays, if they wish to seek out fellow-members.

Please send your subscription in if you have not done so, let us know what you are doing to your Packard.

R.A. NYMAN.

Hon. Secretary.

Robert Wright

Editor, Librarian



Holidays play a great part in the lives of most Australians. Easter is past, Anzac Day gave us a three day break and, before long, June will be here with another day of rest.

These Holidays are great, enjoyed by all for the rest and relaxation they provide. A time to recover from the past and prepare for the future.

If you are planning an extended holiday later in the year, don't forget to include the 10th. Beaulieu Autojumble to be held on Sunday, 12th Sept. at the National Motor Museum, Beaulieu in Hampshire. Obviously, not many of our members will be touring Europe or the United Kingdom but, for those sufficiently lucky, this should be an interesting addition to your itinerary.

In some countries they are called Swap Meets or Flea Markets- but at Beaulieu it is called Autojumble. Now in its 10th year it is believed to be the largest sale of this type outside the U.S.A. Over 700 stall holders are expected and they will be offering all manner of spare parts, bits and pieces for cars and motorcycles. Also, many people specialising in motoring literature will be there and firms offering specialist service to the restorer will also be present.

Autojumble is Europe's meeting place for the old car enthusiast and, as well, complete cars will be on offer at the adjacent Automart - some 50 or more are expected to be on sale.

So there it is - if you will be in England on 12th September don't miss Autojumble 1976.

Many of us will not spend our holidays so extravagantly. Nevertheless, they should be interesting and we would like to hear about them. Send us a story on how you spent your last holiday and we will print it for our members to read and enjoy with you.

While you are on holidays you might like to read a good book and one we can recommend is "The Coachbuilt Packard" written by the well known enthusiast and Packard owner, Hugo Pfau, the designer who helped to develop the Le Baron coachwork which graced many a Packard chassis in the thirties.

In this book the author describes, with the aid of almost 400 photographs and drawings, the coachwork mounted on Packard chassis from 1906 to 1941 - the world's leading coachbuilders on both sides of the Atlantic. There are examples of nearly 40 different coachbuilders' craft and every style of bodywork from the two seater roadsters to large limousines. "The Coachbuilt Packard" is an interesting book for the Packard enthusiast: it is well presented and published by Dalton Watson, who has produced many excellent motoring books. If you enjoy this book, or have any criticism of it, let us know - our members too may be interested in your view.

Robert Bracht

Editor / Librarian

In the last issue, we printed an account of a farewell for Gwen MacRae, the founder of the club, on her departure for a trip to the U.S.A. Prior to this, at the 1976 Annual General Meeting, the club presented her with a cheque for \$200, in appreciation of her great work over the years. Gwen was more than deeply touched by this, and she gave me this letter by way of reply.

R.A. NYMAN  
Hon. Secretary

# AN OPEN LETTER TO PRESIDENT, EXECUTIVE COMMITTEE & MEMBERS.

Dear Ron,

Although this letter is addressed to you, it is also meant to all my very dear friends to convey the sincere appreciation of your completely unexpected and generous gesture of last night at the A.G.M. 1976. The cheque was a complete surprise and will certainly be of great assistance during my coming trip to visit our fellow enthusiasts in the U.S.A. I shall certainly do my best in cementing relationships between our two countries and I am very honoured to have this unique opportunity to do so.

The sentiment in which it was given and the kind words which were sent from you and repeated by Ken Townsend, Jacques Hochstadt and Kevin Andrews, and acknowledged by those present, touched me very deeply and I couldn't find the right words to express my appreciation of this wonderful gesture.

True Friends are as rare and as precious as the Great Classic Packards which have brought us together and I am very rich person indeed to have such people around me.

I echo the sentiments you expressed in your Presidential Report, that the fine people we have been associated with through P.A.C. are equally as important as the cars they own and drive, and the many friends I have been so fortunate to find during the past 10 years have proved that Genuine Friendship is a very beautiful thing. We tend to take each other for granted most of the time, yet how precious are those who accept us "warts and all", and how we should treasure the friendship of people who know us with all our faults-(and who is perfect?)- yet still remain friends.

My sincere and heartfelt thanks to you Ron, and to all those who so readily agreed to your thoughtful action. The feelings expressed by all have made it all worthwhile, Thank you, each and every one of you.

GWEN MacRAE.



Barry Smith from Tamworth has sent us the following contemporary road test on the first Packard 8 cylinder car. It is reprinted from the 'Daily Telegraph' March 8, 1924. It makes interesting reading, I have driven a 1924 '8' and it is indeed an amazing car. I am familiar with the Sydney Streets mentioned in the test and they are GOOD HILLS. When these cars were new, the salesman would demonstrate the car's flexibility on hills by putting the car in top gear in William St, Sydney, and getting out and walking beside it, steering at the same time, with prospective buyers in it! William St, is a long grade leading to the Eastern Suburbs of Sydney.

R.A. Nyman  
Hon. Secretary.

### PACKARD STRAIGHT "8"

### THE ACME OF LUXURY

### EXTRAORDINARY FLEXIBILITY

The name of Packard is one of the best known motoring names in the world. As far back as 1899 the Packard Motor car Company was founded in Warren, Ohio, U.S.A. by the brothers J.W. and W.D. Packard, and during that year the first Packard car was produced, this being the sole output for that year. This car, which was a single - cylinder machine of 5 1/2 in. bore by 6 in. stroke, and had the engine under the hood and chain drive to the rear axle, was driven by J.W. Packard himself for a year before he was satisfied that it was better than anything that had yet appeared on the American market. After this production began in real earnest, and 12 cars were placed on the market the next year. In 1903 the Packard factory was moved to Detroit, and there is little doubt but that Packard's greatness as a builder of fine cars rests upon the splendid reputation for performance, which its Product made in the years 1904 and 1905, for by 1906 the quality of the Packard was as firmly established in the minds of motorists as it is to-day, and the ownership of a Packard car carried as much distinction. As far back as 1905, not only was the Packard a reliable durable machine, but it was quiet and beautiful, according to the standards of the day. From the very start the Packard has never looked back, production increasing year by year, until last year the total number of cars which left the factory was no less than 21,909, which is a very impressive figure, considering the quality and price of the product. For some time past Packard has confined its energies to the making of six and twelve cylinder models only. For 1924 it placed a new model "six" on the market, and has replaced the "twelve" by a "straight eight" or in other words by an eight-cylinder Packard, in which all the cylinders are in one straight line. A seven passenger touring model of this Packard "eight" has recently arrived in Sydney, and is now on view in the Packard showrooms at 261-265 Castlereagh St, Sydney. This car the writer had an opportunity of thoroughly inspecting on Tuesday last, and taking out for a road test.

### A BEAUTIFUL PRODUCT.

No one could contemplate the Packard "eight" for a single moment without being impressed with its handsome appearance. With its great length (wheel-base, 143 in.), its long bonnet, and its beautifully designed and finished body, it strikes one as being the last word in graceful and powerful motor-car production. To these terms of quality as soon as one sinks into the deep, Spanish-leather upholstered cushions, one naturally feels impressed to add those signifying comfort and luxurious ease, and these are shown to be well merited later on when driving over rough cobble-stone roads in Randwick at thirty miles per hour. No pains or expense have been spared by the Packard Co. to make their cars notorious for their easy riding qualities, and Watson Stabilizers are standard equipment on all models.

### EASY TO DRIVE, EASY TO STOP.

There are so many remarkable features on the Packard "eight" that in a notice of this kind it is possible to touch only upon a few of them. The steering-gear and brakes may best be considered together since they are both important factors in determining the controllability of the car on the road. The steering is remarkably easy, and this result has been obtained by eliminating all possible friction at all joints, and by the provision of anti-friction bearings on the steering knuckles. The inclination of the king pin has been studied with a good deal of care, in order to secure a certain amount of righting tendency after coming out of a curve. It is only necessary to pull the car into a turn, hold it there with very slight effort, as long as it is necessary, and when this effort is released the car will immediately straighten out. In spite of the length of the wheel base, the car will turn completely round in a circle of 24 ft. radius.

Now, as to the brakes. After a period of several years of experiment Packard decided to adopt four-wheel brakes for this new model.

The kind that has finally been adopted is certainly wonderfully efficient in operation, and, according to the makers, will require little adjustment, and which adjustment when required, is very simple. One set of brakes which act on all four wheels, is operated by foot pedal, the rear brakes being of the external contracting type, and the front ones internal expanding. In addition to this braking system, there is a hand emergency brake. This hand braking is accomplished by an entirely separate system, which controls unequalised internal expanding shoes on the rear axle.

The wonderful power of the four-wheel brakes is shown by the following tests, which the writer carried out:- when the car was travelling at a speed of 30 M.P.H. it was pulled up to a standstill in 13 2-3 yards, and at 40 M.P.H. in 25 yards. In neither case was there the slightest side-sway, skidding, or tendency to turn round, neither was there any locking of wheels.



## A REMARKABLY FLEXIBLE ENGINE.

The engine of the new "eight" is the outcome of years of experience and experimenting by Packard engineers. As one would naturally expect, it is a wonderful production. The special nine-bearing crankshaft has been so designed as to have all reciprocating and rotating masses in balance at all times, and thus eliminating vibration at all speeds. The engine is of the L-head type, its pistons being  $3\frac{3}{8}$  in. bore by 5 in. stroke. The R.A.C. rating is thus, 36.45-h., but on brake test at 1000 r.p.m. the horse power actually developed is 85. The fueliser is the same that has proved so successful on previous Packard models, except that it has been still further improved by being built directly into the manifold. The wonderful flexibility of the new Packard is shown in the following tests:- In top gear (4.7 to 1) the car idled at 3.2 m.p.h. noiselessly and smoothly without the slightest fuss. On being accelerated the "pick-up" was remarkable, and in a very short space of time a speed of 65 m.p.h. was reached. At this speed the car held the road wonderfully; there was no side-sway, and the easy riding of the car gave the impression that one was travelling at about 40 m.p.h. It was quite evident that the engine was not nearly "all out" and, under favorable road conditions, a much greater speed than 65 m.p.h. could be obtained. On second gear (8.20 to 1) the maximum speed reached was 45 m.p.h. but the most satisfactory high speed on this gear appeared to be between 35 and 40 m.p.h. The car started quite easily on second gear in 11 1-5 sec. On top gear it accelerated from 10 to 30 m.p.h. in 7 2-5 sec. and on second in 1-5 sec.

**PACKARD FUELIZER** is an exclusive Packard feature accomplishes four important results:- (1) It contributes to fuel economy; (2) it adds greatly to the speed of acceleration; (3) it reduces the "warming up" period in cold weather; and (4) it greatly diminishes dilution of crankcase oil.

**A HILL-CLIMBER.** As one would expect, the Packard "eight" is a great hill-climber, and can take almost anything "on top". Arden St, North Coogee, with its grade of  $6\frac{1}{2}$  to 1 was easily negotiated on top gear, the limit being reached at 15 m.p.h. From a standing start at the bottom and using first and second gears, the same hill was climbed in 33 4-5 sec. The speed gradually accelerating from 0 to 25 m.p.h. at which speed most of the hill was taken, but just before reaching the top the speed increased to 30 m.p.h. From a standing start at Beach St, Coogee, the car reached the top of Arden St, via Beach St, and Alison Rd, in 44 1-5 sec. The Gallipoli Avenue-Victoria Street climb was taken in 63 1-5 sec.

**BEAUTY AND UTILITY OF EQUIPMENT** The beauty and utility of the cars and equipment must be seen to be fully appreciated. Suffice it to say that it is entirely up to Packard reputation.

## 1976 ANNUAL RALLY

We have received notification of this rally to be held over the Queen's Birthday Weekend - 12th, 13th, 14th June, 1976 - at Wagga Wagga. An interesting programme has been arranged and there are a number of Trophies to be won in the following categories:

- Best Veteran or Vintage Motor Cycle
- Motor Cycle with Greatest Mechanical Interest - Pre 1930
- Best Veteran and Vintage Motor Cycle of the Wagga Club
- Best Turned Out Lady Rider
- Best Motor Car at the Rally
- Plus additional Trophies for all classes

Various types of accommodation are available and the entry fee for each vehicle is \$6.00. Full details are available on request to the Hon. Sec.

The programme includes registration from midday on the Saturday, a guided scenic tour of city interest with a buffet dinner and films of the silent era in the evening.

Sunday's activities include a scenic rally of the Wagga Agricultural District with a Traditional Soup Stop. A Barbecue lunch precedes the judging of Vehicles at 3.00 and a presentation Dinner Dance rounds off the day. Monday is farewell day with morning tea at 10.00.

P.A.C. Members interested in attending the rally are requested to contact the Hon. Secretary.

## EVENTS.

- 20th. June. MITCHELL PARK - near CATTAL CREEK.  
Meet at Mount Pleasant Lookout. 10a.m.
- 15th July. VAUCLUSE HOUSE ROSE BAY PARK.  
Meet at Lyne Park - New South Head Rd, opposite  
Royal Sydney Golf Club at 10.30a.m.
- 17th. Oct. WATTAMULLA BEACH. Meet Roselands Pool. 10a.m.
- 21st. Nov. SPRINGWOOD PARK. Meet Park at Mays Hill on Great Western Rd.  
Leave at 9.30 a.m.
- 11th. Dec. XMAS PARTY.  
GLEDSWOOD CELLARS NARELLAN.  
\$7.00 approx.
- DON'T MISS IT. GOOD TIME GUARANTEED.



TYRES,

TYRES,

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TYRES...

Dunlop Tyres have announced the opening of Australia's first vintage car tyre centre at the corner of Harcourt and Courtney Streets, North Melbourne.

They will carry a wide range of obscure sizes and will make every effort to obtain tyres through the Dunlop organisation. also, experts will be on hand to give necessary specialist advice about tyres & wheels.

The great advantage to non-Melbourne members is that the centre will operate a mail order service. Write to Dunlop Vintage Car Tyre Centre, P.O. Box 205, North Melbourne for a free price list; you may then order directly from the centre. The 'phone number is 329.9811.

We have also heard about the Antique Tyre Supplies who claim to have Australia's most comprehensive range of tyres for all old cars and motorcycles.

Antique Tyre Supplies is not a full time business and it operates on a low overhead which in turn offers the enthusiast cheaper tyres. They are approved by the Federation of Vintage Car Clubs of Australia and interested members may contact either;

Margaret Ogle,  
9 Evelyn Street,  
North Sylvania, 2224 on 522.8335

or Ian Cartwright,  
42 Dehnert Street,  
Doncaster East, 3109 on 848.4059 (A/H.)

On the subject of books -

The Tyre Book is a collector's book for owners, drivers and rebuilders of veteran and vintage cars. It contains data on beaded edge, straight sided, wired-on and vintage racing tyres, together with everything there is to know about wheels and rims.

It is stated that never before has this information been collected together between hard covers and includes information on tubes, valves, loads and pressures, fitting and removal plus many useful hints and suggestions.

The Tyre Book is available from Antique Tyre Supplies at an approximate cost of \$10.00.

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# RUN TO WISEMAN'S FERRY. 21st. ARCH

This was a combined run with the Studebaker Car Club of Australia (N.S.W. Branch), our first such run for some time. It was a fine day, and after meeting at Pennant Hills, we proceeded to Wiseman's Ferry. Packard members present in Packards were-

Tony Walker	1955	V8.
Kevin Andrews	1956	V8.
Warren Pearson,	1940	'120'
& Family.		
Kevin Liddy	1930	'8'

In other cars were-

John Williams, John Gambrill, Ken & Barb Andrews, Ken Gilbert  
Ron & Carolyn Hyman.

Ken turned up in his 1962 Studebaker G.T., it wasn't a case of knowing what not to wear, the 1947 clipper is not registered yet.

The Studebaker club turned up in some strength for the run, 12 cars turning up. Outstanding cars were.

John Saunders 1962 G.T. convertible.

Bob Smith 1952 Starlight coupe.

John's car is not a factory convertible, but is very well done and is an outstanding car.

Bob Smith's coupe has been restored and he has done a number of interstate trips in it, including S.A. It is an attractive car.

The Studebaker members produced a softball set, and using hub caps for bases, challenged the P.A.C.A. to a game. The rules were somewhat flexible, 12 strikers and you are given a few more swings. Even 5 year olds had a swing. The results were somewhat confusing, the Studebaker team claimed a 35-all win, Packards conceded a 35-all draw. Good clean fun was had by all. After lunch members inspected all the club cars present, and wandered off home.

## NEW MEMBERS.

JACK GRIFITHS - A Number of Packards!  
Balmarring Rd, MORNINGTON. VIC. 3931

Jack has a large collection of cars, including a number of Packards. He is retired and has workshop facilities, and lots of time to restore a Packard or two.

KEVIN LIDDY. Kevin has a very original and registered 1930 sedan, and he is not afraid to drive it. His first run was from Cronulla to Wiseman's Ferry, a 118 miles round trip.

I know the car, it belonged to an old lady of 84 years(it really did) whose husband bought it new in 1930. A real find. It is almost too good to restore.

Kevin also has support from his charming wife Marie.

Kevin also has a 1930 Studebaker nearly restored and a 1933 Red "Flying Cloud".



## A FAIR DAYS WORK.

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Peter Toet, our new Victorian Director, send us this account of an epic trip to retrieve a 1928 Packard from Inverell back to Victoria. This was done to help out a friend, he is quite capable of doing this sort of trip every week-end. Thanks Peter, it is an interesting account and may provide sound advice to any one buying a car unseen, particularly 850 miles away.

WARNING.

If you're not a Plymouth admirer then you may as well turn the page as the following story could make you violently ill.

It all started as everything does at the beginning, with a casual remark by a friend early in 1974 "I've just bought a vintage Packard at Inverell" I try not to appear at all interested and reply "O yeah where's Inverell?"

"I think it's somewhere near Albury isn't it?" As we hunted about on a map of N.S.W. we became increasingly aware that Inverell is definitely not near Albury in fact its about 700 miles from Albury and I bet everyone has guessed the direction, Yes! NORTH!

The friend who purchased the vehicle normally takes a week to tow a trailer from one side of the city to the other, so I feel that the distance put him off slightly even after the assurance that it is downhill all the way back. I had forgotten all about the vehicle soon after he mentioned it and it was quite a surprise when in early July of this year he Re/rolled up at my place and announced that he wanted to do something about the car. He had paid \$350 for it one year before and since he already has a yardful he thought that I might like to take it off his hands for the same amount.

I could see "divorce" looming up at me as I glanced into the raging eyes of my spouse who reminded me how hard it is to live on \$2 and a shoulder of rabbit for a fortnight. We finally reached a compromise, as long as the object was never mentioned unless specifically enquired about, and as long as I could pay for it without her ever finding out where the money came from then I could get it, which reminds me, isn't that how half of the people reading this article get their cars? Impossible conditions you must agree but perhaps she will soften when she confronts the article.

There were many things to be considered before embarking on an 1800 mile recovery trip including trailer weights, spares, fuel, sleep etc. Most important of all I consider to be the selection of the Towing vehicle and trailer. I settled on using my '34 Plymouth as the Prime mover mainly because of its torque in first gear as I considered my '38 Packard to be too highly geared in First for heavy mountain lugging. Note: There are some grades near Inverell which put Pretty Sally in the hillock class)

## A PAIRS DAY'S WORK (CONTD.)

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I booked a trailer a few weeks before the trip and on the day before took it for a familiarisation run, lucky me! as I discovered there were no inner bearing races on two of the wheels and the brake linings were acting as bearing surfaces I probably would have made Broadmeadows if I was lucky. This was promptly rectified and I was now satisfied with the trailer. It was Tandem 13ft x 7ft all wooden Tray, Override brakes and included steel ramps, total weight just over 16cwt. I decided also that it would be advantageous to take our own petrol etc. so when we left Broadmeadow at 6.30 p.m. on Thursday the 28th August we had on board 110 gallons of fuel, 4 gallons of water 1 gallon of oil, 1 spare gearbox, spare axles, axle pullers and assorted mechanical bits including 2 very heavy tool boxes. Every ignition component had a spare also chains and pulleys, add up weight- God Knows - but it was quite a load.

The trip up had its moments as I had to introduce my Co-driver Ken Pitts into the intricacies of a PLYMOUTH gearbox on the way up, (he had not handled a crash box for decades and he had never towed a tandem before!) The only trouble encountered during the trip was due to our first fuel stop. I started to fill the tank from a five gallon drum, and after about half a gallon decided it would be wise to filter it through a funnel but in the initial half gallon I had introduced a lump of kerosene into the tank and three times during the trip it blocked the main jet in the carburettor, very simple to remedy but annoying especially when it occurs going up a steep grade. We lost a full 5 gallon drum on the way up as well as my front number plate. The cold was almost unbearable during refuelling stops and ice was all over the drums. The initial plan had been to empty the 44 first so that the smaller 5 gallon drums could be placed inside the PACKARD on the trailer, however, the constant pounding of the petrol in the drums pinholed the bottoms and every time we pulled up to refuel we had leaking drums to empty.

The route taken was Hume H'Way to Albury, thence to Wagga Wagga, Eastasundre, Young, Cowra, then cutting straight through to Dubbo, thence to Gilgendre, coonabarabren, Gunnedah and straight to Inverell across the mountains.

The most arduous part of the trip up was undoubtedly the 100 miles of dirt road from Gunnedah through Barraba and Bundarra to Inverell, at times, going over the mountains it was difficult to negotiate some of the hair pin bends in one hit and the scrub on either side of the track kept the sides of the trailer very clean. We arrived at Inverell at 4.30 P.M. on the Friday afternoon and immediately sought out the bloke who had the vehicle, much to our disgust he said "follow me" and retraced about 10 miles of our path into the town.



We arrived at an old farm and there would have to be about 200 vehicles there, his prices vary from expensive to ridiculous in most cases. The trip proved invaluable to both my friend and myself about buying something sight unseen as the car was quite a different picture from that painted in the advertisement. It is quite depressing after travelling 850 miles for a reputedly complete car to be confronted by a completely disintegrated shambles. It was apparent that the proprietor was a very sharp operator and that we would receive no consolation for our disappointment since my friend had already paid in full for the vehicle. Thus the only thing to do was to bring the vehicle home. It took about 4 1/2 hours to load the PACKARD and all the gear on board the PACKARD. I confirmed that it was a 526 Sedan (5th Series 126" Wheel base 6 cyl 29 4 H P)-produced between 1926 and 1928. It is very complete chassis wise and has some very hard to come by jewellery still intact but the coachwork brings tears to my eyes every time I look at it.

We finished loading at about 8.30 P.M. on Friday night and set out immediately on the long trip back, we still had over 60 gallons of fuel on board and because of the total all up weight

PLYMOUTH	29 CWT.	
TRAILER	16 CWT.	
PACK	32 CWT.	(Allow 4 cwt. for pieces of B'work missing)

Petrol & Spares 80 CWT.  
TOTAL ALL UP WEIGHT. = 85 CWT at least.

The engine of the Plymouth is rated at 23 HP and develops 77 BHP at 3400 RPM. and as this was quite a load to place on the Plymouth we decided to take the long way around through Moree and Narrabri to Melbourne. The worst moment of the return trip occurred about 2 miles from the farm where we picked up the PACKARD, the proprietor had given us a short cut to put us back on the main Gwydir Highway, boy! some short cut we turned onto a dirt road and started up a grade that made Pretty Sally look like the bed of Lake Eyre. Top gear washed off so quickly that I was wondering if I had a 2 cylinder or a 6 cylinder motor under the hood, 2nd was almost as bad and all the time you are thinking as you double back to first at about 15 MPH., will those old axles hold out, perhaps the clutch will fry or a rod will drop. It was the only time during the entire trip that I was really sweating, the Plymouth dropped down to about 8 MPH. in first and literally dragged the four tons plus up the worst grade of the entire trip, once over the top the rest of the trip was a pleasure and we called in at our first service station of the trip at Albury to refuel and have something to eat.

We arrived in Melbourne at 1.00 A.M. Sunday morning having travelled a total of 1749 miles in 54 hours 30 minutes (This included all loading refuelling stops etc.) an average speed of 32.09 MPH. The fuel consumption over the trip totalled approx. 130 gallons and indicated an average of 13.4 miles per gallon. The car also clocked its quarter millionth mile during the trip and on its original gear box and valves. We used about 3 qts. of engine oil during the trip which belies the fact that the engine was worked extremely hard. The engine temperature regulation was really good throughout the trip and was never a source of trouble although I thought it would be as I have a V8 Valiant thermostat (modified) and the orifice isn't quite as large as the original Plymouth thermostat.

We unloaded the car the next day and it now resides in my back yard (under canvas) until I have the time to get mobilised on it. I think the trip provided invaluable experience on towing and preparation also I saw quite a bit of country which I may never see again.

#### CONCLUSIONS AND AND ADVICE TO ANYONE CONTEMPLATING A TRIP SUCH AS THIS

1. Taking our own petrol was a good idea although you need a really big drum, a net must be used under the drums to absorb shocks and prevent jangling, also be very aware of the dangers of static electricity build up in petrol transportation.
2. Change drivers frequently-particularly at night and make sure that both drivers have prior experience with the towing vehicle and tandem trailers in general.
3. Take plenty of tea and coffee also aqua pura as I lost about half a stone during the trip and its very important to maintain your body water content during a trip as this.
4. When your car is slugging up a grade drive not only by the engine revs but also by the water tem. and oil pressure gauges. A hot motor gives thin oil which does not fully perform its normal functions. Don't be afraid to change down a cog which brings your water temp down, improves lubrication and also shares the load more evenly instead of making every firing stroke a life or death struggle for the engine.

To end this article I would like to thank my Co-driver Ken Pilson (not a club member) for a valiant effort and the Chrysler Corporation for engineering and producing a car which after 250,000 miles can still deliver the goods when required.

Peter Toet.



The day started fine, and after meeting at Roselands, members proceeded on various routes, direct or otherwise to Kurnell.

Packards present were;

Ken & Barb Townsend	1941 '120'
Ron Walker	1934 Std.8
Tony Walker	1955 V8
Kevin Andrews	1956 V8
Kevin Liddy	1930 '8'
Doug Rose-Bray	1937 Super'8' 7 Seater
Warren Pearson	1940 '120'

Other cars were;

Ron Nyman  
John Williams  
Ken Gilbert  
Gwen MacRae.

Kevin Liddy invited a friend who brought a magnificent 1924 LANCIA. It was pleasing to see Ron Walker in his '34' once again, now P.A.C.A. club plates.

This is a very original Packard and we can look forward to seeing Ron & his car again. It rained just as lunch was started.

The Australian Historic Motor Club was visiting Kurnell on the same day and the 2 groups were parked near each other. Members from both clubs inspected all the cars and new friends were made.

The weather cleared and after prolonged talking, members set off home-wards.

SALE 1st series 6 cyl Sports Tourer, complete but needs restoration.  
Price: \$1250. Barry Smith, Darrel St. TAMWORTH.

SALE 1930/1 Packard, mechanically complete with 4 speed gear box and spare motor, some body parts.  
Barry Smith, 10 Darrel St, TAMWORTH.

WANTED For 1925 Sport Tourer.  
1 21" disc. wheel, 4 hub caps, light & ignition switches (DELCO)  
2 inside, 2 outside door handles, 2 tail light lens - stop and tail light, 1 bonnet clip, 2 bonnet clip fixing plate,  
1 water pump, kit or parts, 1 distributor cap and rotor,  
Set of pistons, rings.  
Any help, leads would be greatly appreciated.

Jack Griffiths,  
"Annondale"  
Balnarring Rd, MORNINGTON.  
VICTORIA. 3961