

THE PACKARDIAN

Number 82 February, 1977

Published by the PACKARD AUTOMOBILE CLUB OF AUSTRALIA

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

Affiliated with Packard Automobile Classics Inc.,

P.O. Box 2808,

OAKLAND. CALIFORNIA 94618 U.S.A.

Packard International Motor Car Club,

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PLEASE SEND ALL MAIL TO BOX 230, POST OFFICE, BROADWAY. N.S.W. 2007



Ideas, venues etc will be received and considered. Probably Southern N.S.W. would be best as it is reasonably central. Just think of it.

Let me wish all members, new and old many miles of happy Packardian in 1977, let us keep these hexagons spinning!

#### Annual Subscriptions 1977

Members are reminded that subscriptions for 1977 are due now.

#### EDITORIAL COMMENT

The December issue of the Packardian was really a bumper edition to round off the year and we trust you enjoyed it.

The December issue contained two road test reprints from Autocar, a 1928/29 Packard Eight Sedan and a 1956 Packard Clipper Custom. These articles were comprehensive in their material and provided members with an insight into the English approach to American cars. General, Packard acquitted itself well and we hope you enjoyed reading these tests.

The December issue also contained two Packard News Bulletins compiled by Victorian Director, Peter Toet. Peter has circulated these bulletins to local members and the Committee has undertaken to publish all further bulletins from our Southern friends.

It is good to see this renewed interest in Victoria and we hope that we gain many new members to swell our ranks. As our President said in his last issue article: "A club is like a chain, as strong as its weakest link, and this club will not prosper without support from its members, committee and state directors".

Similar words have been expressed before, but we cannot deny the truth of the situation - we must all work together to produce a strong club - your support is vital.

On the subject of support we mention the Annual General Meeting on Friday, 18th February: it will be held at the Veteran Car Club, Queens Road, Five Dock and members are reminded that they must be financial to be eligible to vote. Remember too, the first Rally of the year to Mitchell Park on the Sunday following the A.G.M.

A date for your diary - Sunday, 20th March - for dinner at the Hawkesbury Inn, Mt White. This promises to be a very pleasant evening and members are invited to bring their friends to add to the pleasure of the evening.

This dinner is a special way of celebrating the 30th Birthday of Sebastian, the 1947 Clipper Deluxe of Robert Bracht. Sebastian has been a car of the Club for some 12 years and has been in Robert's care for almost ten of those years and it was felt that such an auspicious occasion as a 30th Birthday should not go uncelebrated.

So don't miss dinner at the Hawkesbury Inn .....

1977 is into full step now and we hope that you will join us on the Rallies and meeting we plan for this year. Your committee is hard at work to provide events for your interest and support - remember your support is vital.

The Institute of Advanced Motorists (the body formed by amalgamating the Victorian Motorist Association with the Advanced Motorists' Chapter)

has advised that it is attempting to increase membership at four levels:

- |                            |  |
|----------------------------|--|
| a) Associate Members -     | Any person holding a driving license   |
| b) Ordinary Members (B1) - | Any person without a driving conviction for 18 months and who has passed their driving test. |
| (B2) -                     | Any person without a driving conviction for 15 years   |
| c) Fellow Members -        | Any person without a driving conviction for 10 years who has passed their driving test       |
| d) Honour Badge Members -  | Any person who has held a driving licence without conviction for 50 years.                   |

We fully endorse the objectives of the I.A.M. in the interests of safer driving and would encourage members of the Packard Automobile Club to become members of the I.A.M. They may be contacted at:

Box 2975 G.P.O.  
SYDNEY, 2001.

Our President/Secretary, Ron Myman, has been a member of the V.M.A. for many years and Editor/Librarian, Robert Bracht, is the only P.A.C. member to have gained admission to the A.M.C. We feel sure that there are other members who would be worthwhile members of the Institute of Advanced Motorists.

Robert Bracht.  
Editor/Librarian

#### PACKARD CARS 1920-1942

COMPILED BY R.M. CLARKE

Members will be interested to know that this book is now available in Australia. We mentioned it several months ago in an article in the Packardian and we are pleased to advise that stocks are available through Robert Bracht.

Packard Cars 1920-1942 has been compiled from the archives of many motoring magazines from both sides of the Atlantic. The task of collecting the material has been performed by R.M. Clarke, Esq., the compiler of Brookland Books.

We have been corresponding with Mr. Clarke over a period of time and he had expressed interest in our club and supplied copies of some of the articles for our library.

Packard Cars 1920-1942 contains reproductions of articles and road tests of Packard within that twenty two year span. It makes fascinating reading, not only because of the subject, but also the manner in which the subject is expressed. It is enlightening to read the opinion of English motoring journalists of the American concept of the Automobile and of the high regard in which Packard is held.

The book is available from Robert Bracht at \$8.00 per copy. Some of our members bought copies from the initial order and all are high in their praise for this book. Please contact Robert if you too would like a copy - \$3.00 for the highly recommended Packard



ON OUR WHEELS  
SPECIAL PACKARD ISSUE

Members will be interested to know that copies of the special Packard issue of On FourWheels are now available from Robert Bracht.

Entitled "Fine Engineering, Long Life and Luxury" the article says that Packard was the only true independent American car Manufacturer intent on building luxury limousines, clearly identified by their yoke shaped radiators and fluted hoods. Packards projected an aura of prestige and excellence that was unmatched by any other make in North America. Packard was the only company in the United States whose work could be favourably compared with that of Rolls Royce.

The article gives much information that is probably well known to members, however it is interestingly written. Also there are several fine photographs of various models - many of the photographs will be new to readers. Quite an achievement. There is a superb 1931 833 cabriolet and a magnificent 1934 V12 roadster.

This an interesting issue of this particular publication and is available for \$1.50 from Robert Bracht.

ITEM OF INTEREST

Our more aware members will know that 1976 was the 70 th anniversary of the Rolls Royce 40/50.

The English magazine Motor Sport paid tribute to this undeniably great make in their editorial comment "Matters of Moment" and in a special article describing a 40/50 in this day and age.

However, one of their readers does not wholly agree with the Motor Sport point of view and we reprint part of the reader's letter from an interest point of view:

"But you admit the one make that did displace Rolls-Royce for at least a couple of decades, Packard! with the introduction of the "Twin-Six" in 1915, and certainly in the 20s and the 30s with the famous straight eights and V12, Packard unquestionably held the top position, both in American and in most of the export markets of the world. Packard held this position because of the superior quality, style, performance and not least service, and it proved it with sales. In the top luxury field in 1929 alone, Packard exported as many cars as RR produced in the 10 years prior to WW2. The list of buyers reads like a who's who, and included almost all the Royal Houses of Europe, the wealthy, film stars and cognoscenti of all continents. Ettore Bugatti's favourite personal car was a Packard. Packard won more Concours d'Elegance than any other by a wide margin and was the only car ever to win the Monte Carlo competition three years in a row".

No doubt this will promote correspondence from our members familiar with both cars ..... we look forward to hearing from you.

Robert Bracht  
Editor/Librarian.

EVENTS FOR 1977

The club has been invited to attend the Annual Concours of the Studebaker Car Club of Australia, N.S.W. Branch, to be held at Fuller's Bridge on Sunday, 13 th of March, starting at 10 am. Enter from Lady Game Drive and watch for a swarm of Studebakers! Cars will be travelling from Victoria for this Concours so let us have a good roll-up!

I ask Sydney members to support this event, the Studebaker Club has ASKED to be invited to our next concours! Several members attended last year and were more than impressed!

CWTMC Swat Meet 29th May.

Once again this excellent event is nearing and while it is not an official Club Run, members are advised to drop in at least.

Packard parts appear together with the occasional book and the Meet is worth attending. This is organised by Alex Stuart of the Veteran and Vintage Chevrolet Club of Australia, with help from members of other clubs on the gate etc.

Motor Show September 1977

Through the C.V.V.T.M.C., the club has been asked to support the display of Club cars to be made again this year. This display is in aid of Radio Station 2CM and the Smith Family and cars and drivers are admitted to the Show free. The general public pays to peer, at the cars and the profits from the display go to the above charities.

C.V.V.T.M.C meeting 28 th March

Delegates are reminded that the next meeting of the Council is on the 28 th March at the Western Suburbs Football Club.

PARTIAL EVENTS LIST FOR 1977

- |                |   |
|----------------|---|
| Friday,        | A.G.M. Veteran Car Club Hall, Queens Road, Five Dock  |
| 18 th February | 8.00 p.m.   |
| Saturday,      | Mitchell Park. Meet Mt Wilberforce Lookout, Castle  |
| 20 th February | Hill Road, at 10.00 am. Depart 10.30 a.m. sharp.  |
| Sunday         | Dinner at Hawkesbury Inn Restaurant, Pacific Hwy,   |
| 20 th March    | Mt White. Meet at Olympic Pool near Police Station, Pacific Highway, Hornsby, at 5.00 p.m. Leave at 5.30. p.m.  |
| Sunday         | Centennial Park. Meet at Lang Road at 10.30 a.m.  |
| 17 th April    |   |
| June Weekend   | Tentative invitation run to Wagga. Hosted by Wagga Vintage Car Club. All cars eligible but post-war will be in a special Interest Section. Under cover secure parking available. Please address all enquiries to Hon. Secretary or Townsends. |
| Sunday         | Concours  |
| 21st August    |   |
| September      | Warwick Farm Concours   |



CHRISTMAS PARTY 1976

This was held at the GLEDSDOOD Collars, Narellan in fine weather. 60- odd members and friends turned up to enjoy a wine-tasting and dinner to follow. An incomplete list of those attending:-

Tony Walker  
Ken and Barb Townsend  
Ron Nyman  
The Williams Family  
" Pearson family  
Des and Marj Hogan  
Kevin and Barb Andrews  
Les and Mamie Meek  
Barry Mould, wife and friend (sorry Barry)  
Ellen Inglis and sister and girl friend in Dons 47.  
Ian & Liz Maris (Chèv Club)  
Brian Walker and Friend  
Ken & Helen Gilbert  
Doug Rose-Bray.

Apologies to any members omitted from this list. After a short chat from the owners wife, members retired to the dining table to enjoy barbecued steak, and salad.

Members circulated after the dinner seeing old faces and meeting new ones.

Prizes were awarded during the evening, being:-

Winner of 1976 Concours- Jack Hockstadt with 1929 Big 8 roadster

Most popular car at Concours - as above

Packardian of the year - Warren Pearson

Ken and Barb Townsend donated a prize for the member showing the most interest and enthusiasm with his car and the club -

- Ken and Helen Gilbert 1938 120 sedan

Ken had his car restored but for trim and fully registered in 5 months, a good effort.

Jack Hockstadt was unable to attend but Warren Pearson responded ably to his award with short reply in thanks.

After much chatter about Packards etc members wandered their way home

PACKARD PATTER.

Congratulations to Peter Sharpe and his Rally Committee for the excellent job they did for the 1976 Annual National Tour Veteran and Vintage Cars in Queensland.

The tour was hosted by the Sunshine Coast Antique Car Club and was run as two events- The Queensland National Tour and Motorkana '76.

There were some 250 entrants for the week long Rally and the organisation for the events was a credit to Peter and his committee.

Well done also the Gwen Mac Rae who came second in the Motorkana '76 Sunday Observation Run. 320 vehicles took part in the 50 miles route which toured both coastal and hinterland regions of the Sunshine Coast.

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Noticed in the Jan/Feb issue of Restored Cars that Barry Tomas is advertising for parts for his Packard 7th series 7.40 Big 8 and for his 1928 La Salle 303 Victoria coupe.

.....

Also in Restored Cars is an old ad from David McCredie of Baulkham Hills who has some interesting Series L Packard items for swap. David is keen to contact anyone having information on or restoring a 1st Series Packard Sportz tourer.

.....

Melbourne members had the opportunity to attend and interesting auction in November. Many cars were offered, however several Packards were enthusiastically sought. A 1937 Packard in good condition fetched \$6,950; a 1938 reached \$4,950 and a 1937 8 exchanged hands for \$4,200.

Perhaps our Victorian Director can give us further details and perhaps advise whether or not these cars have joined the Club.

.....

Shannie and Robert Bracht celebrated their second wedding anniversary by taking a day off work (legitimately) and lunching at Le Kiosk a delightful indoor/outdoor restaurant right on Shelly Beach. Shannie and Robert enjoyed a most relaxed four hour lunch of champagne, pate, delicious roast duck and home made ice cream whilst soaking up the sun in the charming garden, with waterfall trickling in the background and looking out over the glistening waters from Shelly Beach to Manly and beyond - very Mediterranean and a thoroughly enjoyable day.

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VICTORIAN PACKARD PATTER.

Bob Stuchbery from Warrnambool recently returned from the National Rally to Perigen Beach in Queensland. Bob drove his 733 on the six week trip and says it was very reliable. Bob's car is pictured in the January-February Restored cars beside Peter Sharp's 34 sedan. Ballarat recently was visited by the Victorian Regional Director and family in convoy with Dale Collins and family looking up some of the Packards in the area. Sighted Clive Carmichael's 526 Sedan (a beauty) and 37 six (2 off), Ian Clarke's 426 and 733 sedans under restoration and Peter Blayney's 1926 '336 roadster and 1938 BMW 500 CC motor cycle (fully restored). It was a miserable day weatherwise with rain preventing any further visits to Packard people in Ballarat. Begonia Rally here we come.

Russel and Ivan Kerr have recently gone in for Packard in a big way, the purchase of a 1930 726 sedan from Sydney and a 1948 2292 sedan from Melbourne has ensured that neither Russel or Ivan nor Valerie will find the idle hours whittled away doing nothing. Reg Boulting hopes to have a new engine in his 37 120 C coupe in the near future. Reg purchased the vehicle with a Cadillac V8 power plant installed-



- would make a very interesting road test- wouldn't it?

Graham Ashmore has recently acquired a 1934 V12 chassis and is on the hunt for a body suitable for alterations, any leads would be very much appreciated by Graham and he can be reached through the Club directory.

#### BACKGROUND INFORMATION!

#### ROBERT BRACHT'S '47 CLIPPER

Earlier in this issue of the Packardian you will have read that the Rally on Sunday March 20<sup>th</sup> coincides with the 30<sup>th</sup> Birthday of Sebastian and the dinner at the Hawkesbury Inn will commemorate that event.

Many of our members will know Sebastian well, but for those of you who don't ..... Sebastian is the 1947 Clipper 8 Deluxe Sedan belonging to Robert Bracht, our Editor/Librarian, past Secretary-Committeeman. Robert bought his car from Brian Alchin, fellow member Ron Walker's son-in-law, in 1947, in original condition. Robert well remembers the evening he and Jon Logan (our W.A. Director) went to view the '47 - it looked superb in the moonlight and so enormous compared with Robert's late Karmann Ghia coupe. Negotiations followed and after several days the '47 was installed the Bracht family garage relegating the family cars to the open air- but then a Packard must have its rightful place.

Sebastian was now a member of the family- Robert washed and polished, Mother patched the upholstery, Grandmother crocheted antimacassar for the seat and Father shook his head in horror- secretly through he was impressed with the rear seat cigar lighter.

The world of Packard was a revelation and delight - just how much progress has been made in 20 years? Granted motoring in an older car requires a certain mental attitude toward the car itself and other road users. But on the basis of comfort, ease of driving, engine response and the feeling of solidity the Packard was hard to equal. However, visibility was not good and care had to be exercised in lane changing manoeuvres and reversing.

In its own way the '47 was a safe car - its full chassis, strong body and bumper construction provided protection against intrusions. True, modern cars have head, restraints, seat belts, collapsible dashboard etc., all in the name of safety, but so many drivers at the wheel of a safety car drive in a most unsafe fashion.

Nothing can compare with the serenity of a Packard - one gets under and motors along with the dignity and style. Important factors to Robert. Whether arriving at Government House for a Ball or packed to the hilt with camping equipment at Little Woonie Creek, Sebastian has always conveyed his passengers with dignity and style - except for a flat battery episode in George Street, Sydney when a dinner suit attired Robert had to push him, and even that was achieved with a certain style! Older members will remember Sebastian's 25<sup>th</sup> Birthday - when he flew the flags (made from \$25 per yard silver lame) A Rally to the Ferneries where all present partook of his birthday cake.

Naturally during the ten years with Robert, Sebastian has had a full life. For many years he served as daily transport, he has often gone camping in company with a Land Rover (and everyone knows about the

but perhaps his greatest day was the wedding day of Shannie and Robert when he performed with dignity and style that such an occasion demands.

We wish Sebastian well and we hope you will join us at the Hawkesbury Inn on Sunday, 20<sup>th</sup> March to celebrate his 30<sup>th</sup> Birthday.

#### TOURING '77IN 43 STYLE

It doesn't seem to take Christmas long to reappear these days and when it comes for a majority of people it means holiday, a time for lazing around in the sun and to contemplate your New Years resolutions. My Brother Dennis and I had taken our annual holidays until the end of January so we loaded Dens 48 Clipper with camping gear and headed north.

We left Sydney in brilliant sunshine not taking too long to get to Hornsby and on to Newcastle via the Pacific Highway preferring the old road. Steady touring found us in Taree quite early so we, pushed on to Port Macquarie for the night.

Port Macquarie is a nice place but unfortunately we seemed to drive into the southern end of an early Northern wet season which followed us for the remainder of our trip. Tropic type rainfall was something new to us and in fact after our arrival at Port Macquarie we rested for a while, had tea wandered around for a Motel vacancy (no luck) so we pitched our tent and prepared to hit the sack and in that space of time got drenched and dried out half a dozen times.

The next day we motored to Grafton and stayed with an old school mate. We were astounded to see literally thousands of Bats that night on their way to dinner at the nearby orchards. It not being Jac randa time of year pressed further north the next day to Mullumbimby via Casino, Lismore and Bangalow to visit Jim Mangelson and Family.

Jim and his wife Jan have been long time members of our club and many Sydney members will remember Jim's 1939 -120 sedan (THE RED BARON) what else would you call it having been painted genuine Packard Red. Jim also had a '48 Packard Ambulance which he intended taking the continent in but chose to sell in favour of restoring his 39.

Jim was in the early stages of building his new home, an impressive colonial style house Jim designed himself with five bedrooms. We stayed in Mullumbimby over night and in the morning we bade our farewells to the Mangelsons and made our way south to Lismore to visit another Packard man, Jim Robinson.

Jim is the regional director for C.I.G. based in Lismore and is the proud father of a newly acquired 1938 six cylinder Packard sedan. Jim's car is in very fine order and it runs like the proverbial sewing machine. The interior paint work and upholstery are in a fine state of preservation and the exterior has been painted mid Grey. Some members may remember this car when it belonged to a Sydney Ford Dealer. After taking care of Packard business, we admiring Jim's car and he inspecting Dennis's Clipper we moved into Jim's garage to see his model A Ford Tourer. Not being a Ford man I can't detail a description of this car suffice to say it is obviously an immaculate restoration. After spending most of the day at Jim's place and having refreshed ourselves on some watermelon we pushed south



We rase early in the morning and put a few miles behind us before breakfast which was had on the banks of the beautiful Karuah River at sunrise. By this time the rain was far behind and we were driving intense summer heat but the car went well. No temperature problems and fuel consumption was fair at about 17 MPG. The Clipper has over-drive transmission but this seemed to give a lack of engine breaking when engaged which I'm used to in a car. This can be remedied so our technical Advisor tells me with a slight adjustment here and there. It is an experience to go touring in an old car and one which I look forward to with every chance I get. The remarks and the attractions from the general public always amuse me and someone always knows where there is one just like it.

From here on it was just a cruise to Gosford and down the tollway to Villawood well pleased with our trip. Best regards to all Packardians for your personal and Motoring year of 1977.

WARREN FEARSON  
COMMITTEEMAN.

#### 1976 REPORT FROM VICTORIAN REGION AND A PREVIEW OF 1977

1976 saw the reactivation of the Packard Automobile Club of Australia in Victoria with two well attended rallies and a boost in membership which is continuing into the new year. A full calendar of events for 1977 is being planned, emphasis being placed on co-operation with the major clubs and participation by country in club activities.

#### MEMBERSHIP

At June 1976 we had less than 10 members. At January, 1977 we have almost 20 members with renewals and joining forms still being received.

#### FINANCE.

At present accounts for payment are being processed by the N.S.W. Branch, therefore, our financial statement is integrated with their overall statement. Our regional funding will be actively canvassed in the coming year. Joining fees are now being refunded to the regions to provide local working funds.

#### NEWSLETTER AND PACKARDIAN

Members in Victoria in 1977 will receive a monthly regional newsletter plus a national bi-monthly Packardian. Both publications are financed by the N.S.W. Branch. A bi-monthly regional report will be published in the Packardian to ensure continuity of information for Victorian members.

#### PARTS/TECHNICAL INFORMATION

The region is rapidly building up a comprehensive listing of parts available locally/overseas. Also technical information is being collected to allow a central contact point for restoration queries.

HAPPY PACKARDING.

PETER TOET  
Victorian Regional Director

PACKARD NEWS-BULLETIN NO. 5

- FEBRUARY, 1977

Fellow Enthusiasts,

Combined Chaca and Packard Run - 22 January, 1977

#### Summary of the Day.

Saturday afternoons will never be the same, 34 cars attended including 10 PACKARDS. The weather was quite overcast and humid at the starting point but 20 minutes away Sherbrooke Forest it was perfect. Everyone had a good sticky as well as a chat. Once again Arthur & Peg James made the return from Shepparton to attend the run - well done. I would like to thank everyone for attending and invite those who couldn't make it to participate in future excursions.

#### APOLOGY

December FAUX PAUS. In Decembers' Bulletin we credited Fred Mc Gearys 1938 Eight 120 as winning Outright Concours (Chaca) in 1974 - Fred in actuality won the Senior section and outright was won by Col Patience (Chaca) in his 1947 2112 Clipper Deluxe Sedan (Special Interest Section).

#### ON THE ROAD

Bob Stuchbery from Warrnambool visited Melbourne recently and extended an invitation for any PACKARD enthusiasts passing through Warrnambool, to a cuppa of something and a quick tour of the local PACKARDS. Bob has a very nice 733 7 passenger sedan and showed the Victorian flag (cautiously in Qld) during the National Tour at Perigian Beach. His car is pictured alongside Peter Sharpes' 34 Sedan in the Jan-Feb edition of Restored Cars.

Barry and June Bevan are in the midst of building a new house, Barry and June possess a very nice 753 conv. coup and are regulars attenders of Packard runs.

Graham Ashmore would appreciate any information as to the whereabouts of a 35-38 Super Eight or V12 body for 36 V12 chassis - Graham may be contacted on Melbourne 735-0039.

#### FOR SALE/SWAP/WHATEVER

1940 PACKARD CLIPPER 288 cu. in Engine (4.8 litre)  
Runs but needs extensive cosmetics to bring back to scratch,  
body sound with slight rust, upholstery serviceable -  
\$300 O.N.O.

Also

3rd series Six Motor C/W gearbox and oil rectifier Sell/Swap  
Whatever  
Bernard Livingstone,  
C/- Mildura Tech,  
Deakin Avenue,  
MILDURA 3500

NOTE : This add was in Decembers' bulletin but Bernard has advised that he still has the car and parts for offer.

FOR SALE: Brand new front Engine Mountings (\$10 per set of two) suit 35-47 Six and Eights. These are new reproductions rubbers and they



WANTED : Body 35- 38 - Super Eight or V12 to suit 36 V12 chassis - any leads welcome.

Contact : Grahame Ashmore  
MELBOURNE 735 0039

#### FOR SALE CORRECTIONS

1937 120 C advertised in November news Bulletin is a 1936 120 B is still on offer.

1936 Has been given the ute treatment -body from drivers compartment, back has been cut off. Front of cab very complete, including engine gearbox and accessories- no instruments.

BILL STEVENS,  
314 Windemere Street,  
DALLARAT 3350  
Asking \$300 ONO

URGENT - Windscreen for 53 Clipper Deluxe 2662

Peter Toet, 749 1372

URGENT..... URGENT.....URGENT.....URGENT.....URGENT..... URGENT...

Wanted: Information regarding derelict or obvious parts cars in your area; don't let them go to the tip. There may be someone beating his brains out for a 1947 rear quarter panel, (1953 Windscreen would you believe) or a 1955 Clipper custom front grille. If you know of a car in your area which could be of use to members, even if its not in your hobby era, please enquire as to its availability, price and remember to copy the body no. for identification purposes. When I first moved to Werribee I let a perfectly good 1951 Patrician 400 (please forgive me) get crushed because I was into Classics only, I'm very sorry now but I know from talking to you people that I'm not alone in that neglect. Drop a line to me, get it into the Bulletin, the post war PACKARDS ARE beautiful cars and are well worth saving.

"ASK THE MAN WHO OWNS ONE".

#### IMPORTING OF CARS - PART 2

Surface Mail vs Air Mail

In the December bulletin there appeared Part I of an article on the importing of motor parts this follows up Part 2 gives a further burst on Postage rates etc.

Rates Ex-Chicago, December, 1976

AIR FREIGHT (FRIGHT, more likely)

\$US 2,62 for the first 4 oz and \$US1.21 each 4 oz or part thereof.

Delivery - 2 -4 weeks depending on availability and how busy the order house is.

#### SURFACE MAIL

\$US 1.90 for the 2 lb and \$US 57 cents each additional 1 lb or part thereof.

Delivery - 8 -10 weeks depending on availability and how busy the order house is.

#### EXAMPLE (FOR COMPARISON)

I wish to import the following items and guess the weight of each.

2 x Universals 36 -40 @ 9.98 = 3 lb total  
1 set carpet suit 53 Clipper Deluxe \$29.95 = 20 lb.  
1 set Rings Suit 48.54 327 cl. d. \$12.98 = 1 lb  
1 set B/E Bearings suit 48 - 54, 327+.010 @ 13.98 = 1 lb

TOTAL WEIGHT INCLUDING PACKING = 25 lb / 10%

Cost to send Air Freight = \$123.62 / 10%  
Cost of sending Surface Mail - US 15.01 / 10%  
Difference = \$108.61

#### Conclusion

The obvious conclusion reached is that unless you're stuck at Alice Springs with a hole in your carpet, you're much better off going surface mail.

- Notes:
- (i) Always allow 10% on top of your estimate
  - (ii) The prices quoted are in US dollars and are out of J.C. Williams 1976 catalogue.
  - (iii) Freight rates were obtained from the US embassy in December, 1976 - I wasn't game to put the currency exchange rate as it changes so often (digo)

#### TECHNICAL DEPT.

Our Technical Advisor tells us that:-

Johnson motors from the last Holden to be so equipped will fit:-  
31-54 Packards

These motors will also fit 48-50 models with a little grinding to drive arm and the drilling of 2 mounting holes in the firewall.

#### FUEL PUMPS

Fuel/ vacuum pump from the last Holden so equipped will fit most pre war Packards. They have been used successfully.

Tap out pins on arms and fit Packard arm. Mounting holes are the same.

If in doubt, go to your friendly local wrecker and borrow a pump and present it to the car.

#### HYDRAULIC BRAKES

As a precursor to a new listing of brake parts, the following advice is offered:-

Before dismantling brakes, flush through with methylated spirits until it appears clean. This removes all rubbish water etc. After reassembly flush with clean fresh brake fluid. Bleed until the fluid is clean

The new listing will appear in the next magazine.

#### WANTED.

REAR HALF '36 PACKARD BODY "DIETRICH." SEDAN OR CONVERTIBLE.

JACK MILLER, 101/2 Shorts Road, NORTH COBURG  
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