

THE PACKARDIAN.

JUNE 1977

Number 84.

Annual Subscription \$5.

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.

P.O.Box 1347 Costa Nesta, California, 92626.U.S.A.

PRESIDENT/SECRETARY. = Mr. Ron Nyman, P.O. Box 230 Broadway, 2007
Ph. 660.4555 ext. 266. Business Hours

VICE PRESIDENT. Mr. Ken Townsend, 69 Targo Rd. Pendle Hill, 2145.
PH. 631.2727 (home and Business)

TREASURER. Mr. Kevin Andrews, 152 Bannockburn Rd. Turrumurra, Ph. 44.7117
TECHNICAL ADVISOR-Mr. Tony Walker, 16 Manning Rd. Killara, 498.3959.

EDITOR/LIBRARIAN. Mr. Robert Bracht, 4 Winston Court, 41 Everton Rd.
Strathfield.

COMMITTEE.

Mrs. Barbara Townsend, 69 Targo Rd. Pendle Hill, 2145. Ph. 631.2727
Mr. Warren Pearson, 4 Seaman Ave. Villawood. 727.8779
Mr. Ken Gilbert, 144 George St. Homebush. 73.4523
Mr. Ron Walker, 730 Victoria Rd. Ermington. 85.7113

QUEENSLAND DIRECTOR.

Mr. Peter Sharp, Sepik Lodge, Peregrine Beach, Qld. 4573. Ph. 46.1205

SOUTH AUSTRALIAN DIRECTOR.

Mr. Jeff Gransden, 67 Aurickia Ave. Pasadena, Sth. Aust. 5039. Ph. 277.3609

VICTORIAN DIRECTOR.

Mr. Peter Toet, 19 Powell Drive. Werribee, Vict. 3030

WEST AUSTRALIAN DIRECTOR.

Mr. John Logan, lot 467 Jellicoe Rd. Glen Forrest, W. Aust. 6071

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

COMING EVENTSSunday, July 17th.

Annual Concours. P.A.C.A. - meeting Top Ryde Shopping Centre Parking area. Judging starts 10 am. sharp. On to Cabarita Park for lunch.

Friday July 29th 8PM.

Half - Yearly General Meeting - 8pm at the VETERAN CAR CLUB HALL in QUEENS ROAD. FIVE DOCK.

Sunday, August 21st.

Rally to VISION VALLEY - Leave Ryde Park at 10 AM. sharp
Approach Ryde Park via Princes St. off Victoria Rd.

Sunday, September 21st.

C.V.V.T.M.C. (Council of Veteran and Vintage and Thoroughbred Motor Cars)
ANNUAL CONCOURS. WARWICK FARM.

Sunday, 16th October.

NARRABEEN - details to be arranged.

Saturday, November 16th.

XMAS PARTY - Oakville House, Oakville (Old Stock Route Rd.)

PLEASE NOTE - IF IN THE EVENT OF BAD WEATHER FOR OUTSIDE RALLYS

PLEASE RING WARREN PEARSON FOR CON. MATION, PRIOR TO 8.30 AM. ON THE

DAY OF RALLY.....

AT THE SECRETARY'S DESK.

THE Year is half over now, and the club continues to gain new members - Australia wide.

Unfortunately a number of members have not renewed for 1977, this is probably due to both natural wastage and bad memories! However the committee is going to follow-up on these non-renewals and seek old members who still have cars.

July has the half-yearly General Meeting on the 29th and the Concours is on the 17th.

Don't forget the Xmas Party at Oakville House on Sat. 26th November. Oakville house is near Windsor and is a very good spot for a party of any sort. The cost is \$7.50 a head and covers a three-course meal and good dancing.

If members have any comment or suggestion to improve the magazine or Club, let us know.

If any member finds a modern substitute for a Packard part, please write and tell us, you could help other members.

Members are asked not to ring me at home unless really urgent, please ring me at work on 660-4555 ext. 266. Thank you.

Happy Packarding

Ron Nyman. President/Secretary.

HALF YEARLY GENERAL MEETING. 29th JULY, 1977

This meeting will be held in the VETERAN CAR CLUB HALL in QUEENS ROAD FIVE DOCK on FRIDAY 29th JULY 1977 at 8 o'clock. The Hall is an old timber church which has been painted white.

PLEASE MAKE AN EFFORT TO ATTEND.

EDITORIAL COMMENT.

We have received from Kruse Classic Auction Inc.-the worlds largest antique and classic car sales organisation - several magazines extolling the virtues of their organisation. Although interesting, most of the auctions conducted would be out of the league of the majority of our members. Nevertheless we are enclosing some of the details of the Kruse Family for your interest.

A quote from one of their publications:-

"America was built with pioneer spirit. The cities, farm lands, the railroads, industry - almost everything we have, is a result of the dedication, hard work, courage and initiative of our country's pioneers. Born from the same pioneer stock, Russell Kruse and his family have become one of America's many success stories, starting with their family leaving Germany in 1836.

Twenty five years ago he left farming and began business on his own as an auctioneer. With his sons, the business has grown tremendously in every area, especially the field of collector cars.

Chance was not a major factor in this outstanding growth....it was the solid business background and know-how of the Kruse family, and attitude of honesty, co-operation, strength of character and desire to excel. From a local family name imbued with the history of the area, the Kruse Companies have grown during the past 25 years to become an internationally recognised sales organisation and one of the finest auction firms in the world.

From father and sons, to a staff that now exceeds 100 persons of various offices in Auburn, Indiana and throughout the world, the diversification of the Kruse Companies, their satisfied customers in more than 16 countries, and their continued growth and accomplishment are inherent in their success."

Judge for yourself:

Details of some of their auction prices:-

Snippets from Scottsdale:

At a 4 day auction staged by Kruse Classic Auctions 1221 cars were offered for sale - 700 of these were sold realising \$3,500,000. During the sale a world record price was set for a 1935 Duesenberg S.J. Roadster with body by Walker LaGrande. It was 1 of only 2 such cars and was offered for sale for the first time in 25 years at a public auction.

The world record price - \$228,000.

At the same sale a 1930 Packard 745 Victoria Convertible exchanged hands for \$87,000.

For bargain hunters Atlantic City is more reasonable; there, a 1930 Packard 745 Dual Cowl Phaeton in original condition sold for \$53,000 and a 1938 Super 8 Convertible Coupe could be had for \$26,000.

High prices indeed!

ROBERT BRACHT....Editor/Librarian.

THE ULTIMATE.....

Harrah is well known to most auto enthusiasts and the Harrah Swap Meet is one event that many of these enthusiasts would like to attend. For those unlucky people who can't make it, we are reprinting parts of an article in Road and Track describing this years Harrah's Swap Meet.

Harrah's Swap Meet is the biggest automotive swap meet in the west, with the meeting in Hershey, Pennsylvania being the largest in the U.S.A. This year more than 1,300 swappers were present - 35,000 people attended the meet, held at the Reed High School, Sparks, Nevada.

The meet ran for 3 days - and it could take you all of these days to look for that special item you came for and to discover things you didn't know you could remember or couldn't live without!

The meet starts at 6.00a.m. on Thursday and traffic is soon tied up for miles on the approach to the meet. At least there is plenty to look at - a Chrysler Airflow, classic Corvettes, one of almost every Ford ever built, a Jaguar XJ-S, early trucks, an example of every kind of automotive interest. An edsel cropt by that would appear in the car show on Saturday.

Once in the grounds and wandering among the swappers, the first impression is the friendly atmosphere and good-natured price haggling. It's standard practice to offer around a third less than the marked price or offer to buy a combination of things at less than the marked value. Reaching agreement on the last two bits can take as long as the bargainer wants it to. It's fun to get the hang of this old-time charade, and it helps if you've spent time in a Latin country or like to play cards.

All the swappers at Harrah's must offer automotive or automotive-related wares and this can be most anything every thought of within shouting distance of an automobile. There are the old cars, parts for them, tools to work on them with, early service station accouterments, toys, clothing for all occasions and periods, books, service manuals, brochure, magazines and posters.

A lot of the people who have booths at the swap meet are in the business to make money. Some have shops back home and may buy as much as they sell. But many of the people are there just to have a good time, find parts for the cars they are restoring and get rid of some things they don't need any more. It's a hobby with them. A space just costs \$25 and the swappers generally make enough to pay expenses with a bit left over. A surprising number of people I talked to had attended every one of the 11 Harrah meets.

People come from all over the country on vacation trips with part of the fun being the meet. Because it is held after school is out, people can bring their families. Old cars are a family interest and don't just involve the person with the wrench in hand. A Southern Pacific switchman and his wife from Eugene, Oregon had been on vacation in Arizona before arriving at the meet. They were delighted to have found fender skirts for their 1926 Duesenberg Model A for \$150.

A ninth-grade social studies teacher from Bradford, Pennsylvania, who races an Alfa in SCCA, had hauled books and literature out on vacation. He and his wife attend four or five automobile swap meets every year and do it more for fun than profit.

Everyone talked about the interesting and friendly people they meet.

One man, who has been swapping for 30 years, told me he had gotten out of the swapping business twice - apparently the parts and his wife had gotten out of hand. Now he's back into it for the third time, this time without the wife. He makes a circuit of swap meets and uses the money to pay expenses rather than trying to make a profit.

A retired mechanic living in Las Vegas couldn't explain exactly how he happened to have so much high quality junk. "I just acquire things naturally" I know; it runs in my family too.

Much credit must go to the Harrah people for the enthusiasm that has been created for their event. I doubt the cost of the event is made in space rental and food sales as it takes them six months to prepare for it and about 100 people work on the grounds for the 3-day event. Hot dogs, fried chicken, fruit and pastry are available in the striped tent and crowd control is so subtle it isn't noticeable. There is enough parking close by, sanitary facilities, water, shade and food and it all looks effortless. The Harrah fleet of Ford Model A pickups trundle about the grounds picking up the trash (it's always good to see the older ones out working). Harrah employees circulate through the crowd just to make sure everyone is happy and potential problems are avoided. There's a country fair feeling, augmented by help who could have been trained on the front lines at Disneyland.

Next year's swap meet is scheduled for June 23-25. If you arrive a week earlier you can take the annual Rodeo. Harrah's Automobile Collection is just a few miles away from the swap meet and you'll probably want to spend some time there being awed by the 1100 cars on display. If you want something economical and different from casino food, try the Basque Restaurant at the Santa Fee Hotel, 235 Lake St. in Reno; they serve a 7 course dinner with wine for \$5. and it's pretty good.

So there you are - planning a trip to the States - be sure to take in Harrah's Swap Meet.

ROBERT BRACHT.....

PACKARD PATTEN.

New member Andrew Hines says his favourite Packard is a 734 Boat-tail Speedster - no doubt a favourite of many. Any members who have pictures or details of the 734 please drop a line to Andrew at 315 Rankin St. Bathurst.

Shannie & Robert Bracht spent most of April holidaying up north - a report of their travels appears elsewhere in the magazine. Highlights of their holidays were the thermal pool treatments at Coffs Harbour - relaxing and invigorating at once - and watching kangaroos graze in the New England National Park.

SOCIAL RALLY TO THE HAWKESBURY INN.

You may think it unusual to celebrate the birthday of a car, but when the car is Sebastian and he is owned by Robert Bracht you may understand why the celebration was held. Sebastian has a personality of his own and is well known to many, because, in the ten years that he has been owned by Robert, he has been a consistent attendee at rallies and functions. Not many cars in the Club can make that claim.

So, when Sebastian reached 30 it was necessary to celebrate. And celebrate he did on Sunday, 20th March - as luck would have it on the date of our third function for the year.

The Venue for the celebration was the Hawkesbury Inn at Mount White, a spot we had not visited as a club for almost three years. It had been decided that we would meet at the Hornsby Park before proceeding along the expressway to Mount White. The park looked especially pretty on this afternoon - the multicoloured flowers were in full bloom, glistening after a shower of rain, and presented a suitable backdrop for our dinner-gowned ladies. The rain had not dimmed the birthday special polish on Sebastian and as he arrived the club members present burst into song - Happy Birthday. Greetings were exchanged and then we headed off to the expressway.

Ken and Helen Gilbert were in their '38, looking smart - especially later on the expressway as it slipped along at a goodly pace with Packard ease. Tony Walker drove his '53 and was accompanied by his Mother. Kevin and Barb Andrews were in the '56 and it too was seen sailing along the expressway looking very modern. Robert and Shannie had Shannie's sister, Colleen, and husband Guy Everingham, with them in Sebastian and he too enjoyed the motor along the expressway. Actually it is a superb piece of road sweeping through bush, through great rock cuttings and elevations with often spectacular views for passengers to enjoy. In the late afternoon as we proceeded northward the sky and water reflections were

OTHER MEMBERS and friends present were Ron Nyman, Ken and Barb Townsen and Jane, Gwen MacRae and Ray, Bill and Doris Bracht and Shannies's Mother, Peg Forgham, and grandmother, Brownie Colbert, were also present to help celebrate.

The drive along the expressway is an easy and pleasant one for the Packards and we could imagine how good it would be to see the road crowded with Packards of all ages. The ultimate Rally perhaps - shade of the U.S.A.

The Hawkesbury Inn proved to be as pleasant as we remembered with the dining room overlooking the pool and garden. A varied menu was offered featuring local seafood as the speciality - fresh prawns, oysters and lobsters made many a mouth water. The food was delicious and all present thoroughly enjoyed dinner, their companions and the conversation. Gastronomic highlight of the dinner was the truffles which accompanied coffee. The truffles, in honour of Sebastian, were piled high in a basket, decorated with a 30 - inscribed, red hexagon and were a delicious finish to dinner.

So, you see, for a successful evening you need several ingredients - good food and wine, excellent company, bright conversation and a reason to celebrate. And what better to celebrate than Sebastian's 30th - to him we say Happy Birthday and keep going for the Future.

COMMITTEE MEETINGS.

Committee members are reminded that committee meetings will be held on the first Friday of the Month.

The next meeting will be on the 1st July at WARREN PEARSONS HOME - 4 Seaman Ave. Villawood.

R.A. Nyman. Hon. Secretary.

CHRISTMAS PARTY & PRIZE GIVING 1977

to be held at
OAKVILLE HOUSE
STOCKYARD ROAD
OAKVILLE. on

SATURDAY 26th NOVEMBER.

We are happy to announce that we have booked for our Christmas Party and Prize Giving at the pleasant Oakville House.

We are making this early announcement to enable you to mark the date in your diary and to mention it to your friends. This should prove to be one of the best Christmas Parties that we have ever had and we want you to be with us to enjoy it to the full.

Oakville House has been in operation for some 25 years and is situated in a very pretty part of outer Sydney (or inner Windsor if you prefer). Members travelling from Parramatta along the Windsor Rd. Will turn right at Mc Grath's Hill - full directions will be given at a later date. Suffice to say that Oakville House is about 30 mtes. easy drive from Parramatta - provides easy parking and very little traffic hassle. Oakville House itself provides an excellent, spacious dance floor, good band and delicious food for a reasonable cost and we hope our members will enjoy the evening.

Remember, mark the date and venue in your diary:

CHRISTMAS PARTY & PRIZE GIVING

to be held at
OAKVILLE HOUSE
STOCKYARD ROAD
OAKVILLE on

SATURDAY 26th NOVEMBER.

AN ILLNESS FOR WHICH THERE IS NO CURE OR ONE MAN'S PACKARD STORY.

Continued from the APRIL ISSUES.

Not long after I bought the roadster, I joined the Packard Auto. Club of Australia, I had been introduced by a friend (who is addicted to Buicks and Cadillacs) to the Technical Adviser, of the club, Mr. Tony Walker. Tony is an encyclopedia on old cars, especially Packards and goes out of his way in helping you with parts and information.

It is also very encouraging to meet other people who suffer from the same addiction...

However my enthusiasm had begun to wane, until one Saturday morning I was reading the vintage column in the Sydney Morning Herald and to my surprise found an ad. for a 1938, 120 with side mounts. The car belonged to the brother of one of the Clubs Canberra members, Dick Rowe. I bought the car over the phone after being given an honest description of the car by Dicks Brother, Bruce Rowe. I had told him that I would leave for Canberra the next day with a car trailer to bring it back to Sydney.

The recovery trip to Canberra turned out to be a real experience. The trailer I had borrowed had no springs and without a load on it, it continually bounced around and let you know that it was always there. We had just passed through Collector which is about half way between Goulburn and Canberra. We were travelling about 50mph when suddenly the trailer broke loose and started to overtake us towards the oncoming traffic. The continual bouncing of the trailer had broken the gooseneck out of the towbar and as the safety chains are connected to the goose neck the car and trailer had parted company. Luckily after pacing us for 50 odd yards the trailer veered off to the right and came to rest in a culvert without involving any other road users. When the trailer ploughed into the culvert it broke its draw bar almost in half. We decided to leave the trailer there and head back to the service station at Collector for help. The Service Station Proprietor was very helpful, considering that it was Sunday. He welded the goose neck back into the tow bar, we then drove back to the trailer and chained it to the back of the car. We limped back to the Service Station at about 10mph where the proprietor welded the draw bar back together. We were back on the road to Canberra again discussing the design of tow bars and whether we were the only ones to have had this type of experience. When one thinks of the number of Caravans being towed around the roads using similar tow bars to ours, the mind boggles. I feel that safety chains should be connected to a strong part of the car and not to the goose neck.

We arrived in Canberra and found the Packard to be exactly as it had been described. It had no rust and was 100% complete. A restorers dream.

The deal completed we decided to put the big Packard up onto the trailer. We started to winch it on when somebody noticed that the draw bar had begun to crack where it had been welded. Well here we were, miles from Sydney with a trailer that was virtually useless, and being Sunday in Canberra we saw no way of getting it repaired properly. We decided to leave the trailer with a friend in Canberra who would try and repair it for us the next day. We would return to Sydney and hire another trailer and borrow another car because we had lost faith in our repaired towbar also.

We set out for Canberra again on the Monday morning bright and early with two borrowed cars and one hired trailer. (One car to tow back the empty trailer). This time the trip down was uneventful, the hired trailer towed beautifully. We picked up the Packard and the temporary repaired trailer and headed back towards Sydney. All went well until almost to the end of the F5 freeway, when the repaired trailer started to come to

continued over.

It was about 8.30pm and we were only about 30 miles from home. We chained the broken bar up again and the rest of the trip home was almost at snails pace.

We arrived home about 11.30pm. What a weekend? All this for a Packard! I must be really hooked! But it was all worth it for 6 months later the car was completely restored to its original elegance.

My wife and family are happy and the work on the roadster can now slow down to 'a when I feel like it pace'.

But this is not the end of the story. One day Ron Nyman rang me at work. "There's a fellow at Croydon with 2 Packard sedans for sale." He said, "one is a 1936 eight and the other is a 1937 eight." "They have been in garages for the last ten years." "He is moving to Queensland and has to get rid of them!" Here we go again I thought. I called in to Croydon on my way home from work that same day. They were both good cars but he wanted too much money for them which was just as well, I thought because the two I had was enough anyway. I rang Ron back that night and reported to him about the cars and the fact that the fellow wanted too much for them. Ron agreed, and we decided to leave it at that. But Ron has been addicted for longer than I have and he couldn't let go. He rang me again at work the next day and said that he had made a trip to Croydon last night and had been there till the early hours of the morning helping the fellow and his wife pack their belongings as they were leaving for Queensland the next day. He had bought the '36 for what we thought was the right price. He told Ron that he would consign the '37 to a dealer friend of his who would come in a day or so to pick it up. He also told Ron that he would accept the same amount for the '37 as Ron had paid for the '36.

I got off the phone and immediately rang the fellow up. He said that he would probably not be able to get away until about 7pm that night. I made arrangements to pick the car up straight after work.

Now I have the three Packards and I still buy the Herald every Saturday morning, but I think deep down that I hope I won't find anymore Packards for sale otherwise I will have to convert the house to take the cars and live in the garage.

P.S. If you know of any Packards for sale, then keep it to yourself!!

KEN GILBERT

(Ken's address and phone numbers is on the front page, if anyone wants to contact him - re the buying or selling of a Packard!!!) Hon. Typist.

PACKARD CARS 1920-1942, by R.M. Clarke are available to members for \$8. each. We have just received a new shipment and are still able to offer these excellent books to members at the old price. To date we have sold 20 copies to members who have enjoyed the book greatly, however we still have copies for members who have not as yet ordered.

DON'T DELAY....contact Robert Bracht for your copy of "PACKARD CARS 1920-1942"

HOLIDAY NEWS.

Shannie and Robert Bracht have recently returned from a leisurely holiday which took them to the north coast of N.S.W. Away for most of April, they explored territory new to them, revisited spots of childhood memory and covered some 2000 KM.

Forster was first port of call and the development that has produced 10 storey unit blocks on the beach front was immediately apparant. Gone are the days of the beach cottage, bush and the dirt track - in their places are high rise and asphalt and enormous shopping complexes, just like home. Is it such a change to go away?

Shannie and Robert continued up the Pacific Highway to Coff's Harbour. For fellow travellers they report that the road improves the further north one goes. It was also encouraging to see quite a lot of activity so far as road improvement and maintenance is concerned.

Coff's Harbour was named in 1861 and its cedar trees provided its main industry for some 30 years. During that time sugar cane flourished but transport difficulties caused it early death. Dairy products were introduced and, so too, were bananas, which played a vital role in the development of Coff's Harbour - today the region produces more than 4 of the states production. The beach at Coff's Harbour is a long, open one ideal for a pre breakfast swim, the water was beautiful and proved an excellent start to the day. The immediate areas to the north and south of Coff's Harbour provide variety for the beach life. Diggers Beach and Kororo Bay were beautiful spots to laze away the hours, reading, relaxing and swimming.

The body can take only so much relaxing and it was eventually time to move on to the New England National Park. This located near Ebor on the Armidale Road and Shannie and Robert drove from Coff's Harbour via Coramba on an old timber trail. The trail was little more than car width, steep and sharp travelling through beautiful countryside and forest to Dorrigo. Then off to Ebor and the Park.

The New England National Park contains 56,000 acres of very rugged, forested country, including some of the headwaters of the Bellinger and Macleay Rivers. It is about 5,250 feet above sea level with an average rainfall of 80 inches.

Accommodation is in a chalet perched on the edge of the plateau overlooking the hills and valleys to the coast. It is truly a beautiful part of the country and on early afternoon arrival the Brachts were treated to some of the spectacular scenery of the Park. A storm was brewing, and as it blew in the valleys were filled with mist and cloud giving the appearance of hundreds of islands in an ethereal sea of white. It was great to be secure indoors over a crackling log fire while the elements perform outside.

Day dawned crisp and clear as only it can in the bush and the exercise hungry Brachts took to the trail - in this case the Lyrebird Trail which tracks through the Park covering all sorts of terrain and takes the adventurous thru' a book of vegetation and wildlife. Actually, it is an arduous undertaking but well worth the effort involved to experience the beauty of nature - Basalt lava flows formed the plateau and the rock face and structures are fascinating.

The great range of altitude, together with varied soils and high rainfall produce an exceptionally diverse vegetation. The deep valleys are clothed with a dense virgin rainforest made up of Red Cedar. Booyong and Carabeer

HOLIDAY NEWS cont'd.

The cool damp rainforest also bears vines, staghorns, ferns and wildflower, and roaming through this area, a great number of animals - Shannie & Robert spotted wallaby, lyre bird, kangaroo, snake and numerous birds.

It was tremendously satisfying to undertake the exploration of the track and then to return to the chalet to collapse and recover!

Pre-dusk was the time to venture out to watch the kangaroo grazing on the open ground. They seemed quite happy to mingle with the cows in the crisp air, bounding through the air with a grace that is not often seen by city dwellers.

There are several tracks through the Park. they are well defined and maintained however, the terrain and climatic conditions of the area must not be underestimated. For the nature loving Packardians Shannie and Robert wholeheartedly recommend the New England National Park.

Equally interesting, although for different reasons, is the Dorrigo State Park - the next spot on the itinerary. The road between Ebor and Dorrigo is through beautiful country, short, merging hills overlooking farms and pastures of the Bellinger Valley. Rich in many shades of green contrasted against a clear blue sky.

The Dorrigo State Forest is mostly sub-tropical rainforest - a shady jungle of giant buttressed trees, trailing vines, broad leaved bushes, exotic orchids and luxuriant ferns. Well graded tracks lead through this to tumbling streams and sparkling waterfalls and all around are the calls of many birds. A beautiful way to spend hours - one of the tracks is about 6kms. and this can be covered in 3 hours.

The Dorrigo State Forest does not provide accomodation facilities so the Brachts stayed at Bellinger, a delightful town in the centre of the lush Bellinger Valley. Their motel was situated on a knoll overlooking the river with the New England Plateau rising in the distance. A great spot to soak up the sun during the day and dine by a roaring log fire in the evening.

The lure of the sand and surf is always strong so it wasn't long before Shannie and Robert were heading towards it. South West Rocks was the destination this time and it proved to be a sleepy hollow of a place that has not yet felt the hand of the developer.

Just the place for a holiday, good fishing and boating and a long beach for dusk walks towards the trial bay Goal. Built in 1886 it stands at the entrance to Trial Bay and is now disused.

Several days later Shannie and Robert were on the road again - this time to Wauchope to visit Timbertown, the re-creation of a typical timber village of the 1800's. An interesting enterprise with period dressed villagers to add that touch of authenticity to a working logging museum. Visitors are treated to bullock teams working, blacksmiths and wood turners demonstrating their trades. Undoubtedly the most encouraging sight is that of the shingle cutter at work. An almost lost art but one which is practical and can be used in today's world. Apparently this particular shingle cutter has an order for 46,000 shingles, to be used by the Government in restoration work.

Familiar Port Macquarie was the Brachts last resting place. They had visited here six months ago and found it an enjoyable spot and convenient in the homeward journey. It's very hard to end a holiday and return to city life, but has to be done and after four days of surf and sun the

NEWS FROM VICTORIA....EASTER RALLY - MILDURA.

Some months ago we were invited to attend the Easter Vineland Rally as guests of the Mildura Vintage VEHICLE Club (MVVC). So, Friday morning at 7 a.m. we departed laden down with kids, blankets, packrack piled high with suitcases etc. High and dry in the 626 we trundled easily through Flood and mire, the greater distance put between us and Melbourne the more the weather improved.

Morning tea in Bendigo, then on to Sea Lake for lunch. Left Sea Lake - a Vintage "A" Model Ford flashed past at about 80 KPH - on a trailer. This was the only Vintage car we saw on the way up, most of the participants in the rally travelled from South Australia I believe. We arrived at Mildura at about 5PM were welcomed, and then went to our Caravan Par "Desert City" - very nice - swimming pool, shop etc.

Next morning at 9am most of the rally participants gathered opposite the Chaffey House. At a guess there were about 50 - 60 cars, ranging from Veteran to Vintage and Classic.

Some very nice cars present. Ours was the only Packard there. A drive to the Mildura Winery - wine tasting in progress, films and a tour of the winery. Im sorry to say some of us got no further than the wine tasting.

Leaving Mildura (staggering slightly with the weight of armfuls of flagons) we then departed for the Aero Oval for a delicious lunch of roast chicken and potatoes. Some light entertainment followed.

Have you ever tried reversing a 126" wheelbase 2 ton Packard whilst blindfolded through a shalom with a wife who does not know right from left directing manoeuvres from the running board?

Bump! Squelch, its all right, it wasn't Robyn under the wheels, only a witches hat. Ladies Shalom followed by a parking test was next. No worries, Packard gearboxes were built rugged.

After this most enjoyable afternoon of sun and fun, it was back to the caravan park to get changed for the evening dinner - dance and river cruise aboard the P.S. "Avoca". Baby sitter arrived and so did the Bus so were on our way. A really good evening.

Up at 10am next morning - another hot day. Met again at Chaffey House. We then went on a tour of Mildura, Buronga, Merbein, Dareton and on to Wentworth oval for lunch.

After lunch we wended our way back to a local park for afternoon tea. Later we went out to look at Dan Richard's 1st series 6 133"W.B. tourer. Dan has the chassis finished and mobile, the body is almost finished and ready to drop on. Should be a very appealing car when completed. Hope to see it on the road in the near future.

As a matter of fact all the local cars we saw were of a very high standard of workmanship. There is a local panel beating class held at night and, some members of the club have built either complete or almost complete bodies for their cars; also Tail Lamps, Radiator Shells, Guards etc. Larry Cole's Trojan coupe (featured some time ago in "Restored Cars" Magazine) is a good example of the quality of work done by these chaps.

The programme for Sunday evening was Barbecue and presentation of trophies to be held at the Mildura Race Course (farewell night). Most visitors left the next morning, however we stayed Monday and had a rest. Monday evening we went to see "Gaddie" at the local drive in. Thought it

NEWS FROM VICTORIA cont.

prudent to park in front of the projection booth.

Did we or did we not see Peter Boyce's blue 526 Phaeton majestically glide across the silver screen a couple of times?

Left Mildura next morning and had a good run back to Melbourne except for a slight error of navigation and so we ended up at the Ranger's Hut in the middle of the Wyperfeld National Park.

The '626' never missed a beat for the whole trip, we sat on 45 - 50 MPH. most of the way and it returned 14 - 16 MPG.

In conclusion, the rally was really well organised the weather was perfect and we shall try to make it back in 1979.

DALE COLLINS.

PETER TOET writes: Our Melbourne representatives at the Mildura Vineland Rally, - Dale, Robyn, Heath and Benjamin Collins in their 1926, 626 sedan are to be congratulated on their fine performance at the rally. There were three major prizes at the Rally and Dale and Robyn's 626 won two of them.

They were - Best restored Car and Entry driven the furthestest to the Rally.

Whilst in Mildura, Dale met a few of the local enthusiasts, including Bernard Livingston (Bernard is restoring an early series Tourer.)

Late addition to the Mildura attendance list - Roger Auger from Shepparton was there and only saw one PACKARD - no prizes for guessing the PACKARD. Sid Wilson in his 54 clipper (Sydney Member) spotted on the Riverina Highway enroute to Arthur James's at Shepparton.

Received a call from Lee Haig of Swan Hill. Lee has a 57 Supercharged Clipper, this makes 9 PACKARDS in Swan Hill. Eight are owned by John McKenzie and one by Lee - Welcome to the Club.

RUN TO LAKE NAGAMBIE.

A sunny tour of the country, combined with pleasant company and fine transportation makes a day to remember. Runs such as Lake Nagambie/Shepparton will never draw the desired attendance, but they are none the less enjoyable. Many thanks to Arthur and Peg James for their country hospitality, also to all of the attendees.

FOR SALE.1951 -2door Club Sedan (delux)

Details of car as follows:-

Vehicle in dismantled condition - body still on chassis and wheels. Most of the rust has been cut out, steel replaced and suitably filled. Still a little to go on one side. One door requires new steel on bottom edge.

Seats O.K. Have covers and broadcloth in good order. Requires door trims, hood liner and carpets renewed.

Wiring complete and in good usable order.

Original Radio

Two complete O/hauled ultramatrics. Motor required rebuilding.

Good quantity of second hand spares including 2 x rear glass, 3 extra blocks, 2 extra transmissions in parts, Shark tooth grille section, 2 front ends, dist, Boot lid and body panels - some usable front guard (4), 2 steering columns and boxes. plus numerous other assorted bits and pieces inc. trim pieces 51-53.

IAN D. BALLINGER 26 Honour Ave. LAWSON. 2783.

Ian says he also has a manual box (without extension housing) for a '47 if anyone is interested. Main shaft externally has surface rust on splined section, but otherwise in good order...He is asking \$30 for this item separately.

FOR SALE.

39 super 8 radiator and surround, motor and o/d gearbox. Condition of motor etc. not known.

JOHN GIDDEY 111 Pitt Town Rd. Kenthurst. 654.1389.

John is also offering secure car parking under cover for cars for \$1.00 per week.

WANTED.

Head light lens for '38, 120 also HUB CAPS.

REG DALTON - 40 Nepean Highway. Seaford. Victoria. 3198.

A FEW MORE FOR SALES FROM VICTORIA.

1951 2492 4 door Clipper - 288 cu.in.eng.

UPHOLSTERY : Cloth - Good condition.

RUST: Has some in sills

MILEAGE: Speedometer reading 74,000 miles-could be original

LAST REGO: 1967.

Dented front guard.

MISSING FROM CAR: 1 wheel cap, heater, fuel pump and clock

MR. EDDIE MC GOLDRICK. phone MELBOURNE 874.7476.

ASKING: \$500.

FOR SALE from Victoria.

Front Bumper Assembly for 2292 Clipper Deluxe - \$2.00 or give away.

Condition - Fair.

FRANK TOET. 19 Powell Drive, Werribee Vict. phone 749.1372.

1951 Clipper (4 door)

Good body, very little rust, all fittings and brightware there, leather interior, damaged motor. \$100.00 ono. DAVE FIECHTNER. Main Warwick Rd. Drayton. 4350 (Queensland)

CURRENT FOR SALE

1937 115c Six Cylinder Sedan in very good condition - also believes it was an ex-departmental, Prime Ministers car in Canberra in its heyday. Includes spare motor and gear box, mechanical data sheets etc.

FRANK CREIGHTON 7 Richard St. MOE. VICTORIA. 3825.

A LITTLE BIT OF NEWS TO INTEREST.

late in May, F.R. Strange Pty.Ltd. of Sydney, staged an auction of Vintage and Classic Motor Vehicles covering some 20 odd vehicles. There were several interesting cars including a 1929 Chevrolet Business Roadster, 1922 Hotchkiss Touring 6, 1926 Chevrolet Utility, 1928 Buick 2 tonne truck and a 1941 Cadillac Convertable.

Of most interest to our members were the 2 Packards offered - one described as "1928 Packard Big 6, fully restored 5 passenger sedan" it was beige and brown with a beige deerhide interior, it was a NO SALE at \$7000.00.

The second was described as 1937 Packard in need of restoration. This car was unreg stered (although displaying plates TS 635), was in fair original condition and sold for \$1000.00.

WANTED.

10. 6 Cyl. Hub Cap. for Jim Robinson. C.I.G. LISMORE.

DON'T FORGET THE HALF YEAR GENERAL MEETING.FOR SALE.

1946 - 47 O/D Gear Box

1946 - 47 8 cyl.engine block, head, rods, pistons, manifold, carburettor generator and starter, no crankshaft.

1948 - 50 8 cyl. distributor, oil pump for 288 motor.

1950 R.H.S. Tail light, 2 lens (oval)

1938 commorant with base, cost in bronze \$25.

No reasonable offer will be refused for the above used parts.

DICK ROWE. 27 Raglen Circuit. KAMBAH. A.C.T. 2092.

Phone 31-9317-062 Home 65-2736-062 work.