THE PACKARDIAN.

Number 90. JUNE 1978.

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 - Mr. Ron Nyman. P.O. Box 230 Broadway. Sydney.
Home.Phone - 869.1041. Work - 660.4555. Extn. 266

VICE PRESIDENT - Mr. Ken Townsend, 69 Targo Rd, Pendle Hill. 2145
Phone B iness or Home - 631.2727

SECRETARY - Mr. Warren Pearson, 4 Seaman Ave. Villawood.
or P.O. Box 12 Villawood. 2163. Phone home - 727.8779

TREASURER - Mr. Kevin Andrews, 152 Bannockburn Rd. Turramurra.
Phone - 44.7117

TECHNICAL ADVISOR - Mr. Tony Walker, 16 Manning Rd. Killara. 498.3959.

EDITOR/LIBRARIAN - Mr. Robert Bracht. 8 Georganna St. Turramurra. 2074.

COMMITTEE.
Mr. Ken Gilbert - 144 George St. Homebush. 73.4523
Mrs. Helene Gilbert - 144 George St. Homebush. 73.4523
Mrs. Barbara Townsend - 69 Targo Rd. Pendle Hill. 631.2727
Mr. Ron Walker - 730 Victoria Rd. Ermington. 85.7113

VICTORIAN DIRECTOR.
Mr. Peter Toet - 19 Powell Drive. Werribee. 3030. Vic. Ph. 749.1372

QUEENSLAND DIRECTOR.
Mr. Peter Sharp. P.O. Box 114. Peregian Beach. Qld. 4573.

WEST AUSTRALIAN DIRECTOR.
Mr. Jon Logan. lot 467 Jellicoe Rd. Glen Forrest. 6071. W.A.

PLEASE NOTE.....All mail for the PACKARD AUTOMOBILE CLUB OF AUST.
to be sent to P.O. BOX 12. VILLAWOOD. 2163. N.S.W.

THIS IS NOW THE CLUBS OFFICIAL BOX NUMBER.

COMING EVENTS.....COMING EVENTS.....COMING EVENTS

Sunday 28th May 1978

This will be over, by the time you receive magazine.

Sunday 18th June 1978

We have booked an area in the Waratah Park at Terry Hills, and I have been assured that this area will be able to be used both for parking our cars and having our barbecue, picnic, etc.
We will be meeting at the parking area in the West Pymble Shopping Centre, off Yanko Rd., at 10am for prompt departure at 10.30 am.

Sunday 16th July 1978

This day will be a fairly long run, so come along and get the cobwebs out of your carburettors!!! We will be going to Cataract Reservoir, and as we will have to get there reasonably early to get a good area together, (bookings for under 100 were not allowed) so we will be meeting at the Cross Roads Hotel,in the parking area at between 9.30am and 10am for departure at 10am. Those who come along after 10am and find the place deserted, follow along to the Dam and a good day can be guaranteed.

Monday 17th July 1978

Half Yearly General Meeting, to be held at 8pm. sharp at the Veteran Car ClubHall, Queens Rd., Five Dock. All welcome, we really need YOU!

Sunday 20th August, 1978

P.A.C.A. Annual Concours to be held at the usual wet or dry area at the Top Ryde Parking Area, and then on to a spot nearby for lunch.

Monday,10th September

C.V.V.& T.M.C.ANNUAL CONCOURS DAY AT WARWICK FARM.

PLEASE NOTE - IN THE EVENT OF BAD WEATHER FOR ANY P.A.C.A. RALLY, PLEASE RING WARREN PEARSON ON 727.8779 PRIOR TO 8.30 AM. FOR CONFIRMATION AND IF IN THE EVENT OF CANCELLATION, THE RALLY WILL BE SCHEDULED TO BE HELD TWO (2) WEEKS HENCE-SAME MEETING PLACE - SAME TIME ETC,

AT THE SECRETARY'S DESK, &Guest EDITORIAL.

Dear Members,

1978 has not produced much Excitement or change in our Club, but rather some points of interest. The Club Roster is one facet of interest which should appeal to most members. But this booklet is much more than something we look through to find our name. It gives us the names of other people who share a common interest, motoring, yes, and more, a rather detailed list of what has come from the Packard Motor Coy to Australia,in most cases survived for the best part of this century. One hundred and fifty five of these vehicles came to this country before America entered world war 11. Ninety seven ame after, with the first on register being the '46's.

The roster is compiled from the information which you, as members supply on your membership application from. This is why it is most important that you supply as much information as you can determin. This list could not be considered the true ammount of Packards in Australia, what it does show is, what we know about our marque. This number of 252 vehicles, whows rather very small proportion of Packards came here, but I feel we could boast the greatest number of Packards outside the United States, in one country.

A condensation of the roster shows, 190 sedans, 14 coupes, 12 Tourers, 10 roadsters, 8 convertible coupes, 6 Pheatons 4 convertables, 3 club sedans, 3 limousines, and 2 hearses. Further to this, the span of time for this collection of history is from 1922 to 1958.

1 of 1922,	9 of 1934	12 of 1947
3 of 1923	8 of 1935	6 of 1948
3 of 1924	11 of 1936	5 of 1949
11 of 1925	13 of 1937	4 of 1950
9 of 1926	16 of 1938	9 of 1951
10 of 1927	21 of 1939	1 of 1952
9 of 1928	5 of 1940	17 of 1953
8 of 1929	3 of 1941	7 of 1954
9 of 1930	13 of 1946	10 of 1955
4 of 1933	12 of 1947	8 of 1956
		3 of 1957
		2 of 1958

So you can now appreciate what the Packard Club consists of, but what could we develop,what remains to be found, restored and preserved? Look up a member near you and say"Hullo" and make it a date to come to your next rally togehter, that's what it's all about.

Last issue you will have found a letter in the Vict. section from Tom Hession about how good a service Lynn H Steel has on rubber parts. Further to this, Barry Smith of Tamworth read Tom's letter and approached Steeles for service and asked for some spare catalogues. These were passed on to me and are available to any member who wishes them. The point is, if Tom had not taken the trouble to write, no one would have been any the wizer, so may I now encourage all members to write and let us know what you know about the old car game and we will all make the extra little progress, and with due credit to you, the Member who participates .

Some members have indicated that they are not receiving the Packardians. We have noted that these members use P.O. Boxes. Please check with your post master. Any members who do not receive the magazine. please let us know.

Happy Packarding,

Warren Pearson....Hon. Secretary.

P.S.- The Editor is off sick and has been unable to write the usual Editorial.....

Box 114 P.O.
Peregian Beach. 4573
Queensland.

Dear Warren,

Just a short note to advise that as a result of certai life style changes I have entered into in respect of my family and position and my lack of opportunity to use my beautiful Packards, I am forced to offer same for sale, and I have written you first to give Club members the opportunity of offering for sale prior to my advertising them in the Herald and the Melbourne Age in two weeks time.

I regret having to dispose of them and do so most reluctantly, however my family comes first and a decision to buy a boat to provide much needed relaxation is taking priority over my cars.

Description.

1948 Limousine. Large, motor recently fitted with new valves and attended to by Eric MacRae. Bodywork is original paint, needs little touchup in places, otherwise good. Unique vehicle in that it has a wooden body, and was originally a mourning coach that was the partner to Stephen MacRae's Hearse. Seating fair, needs cover or recovering. Overdrive. Motor good. Tyres good. Chrome needs redoing to provide first class appearance. Pictures available.

1934 Limousine.

Series 1100. Unigque car in that to our knowledge it is the only one with the wind down window and Micraphone to driver. Original paintwork in good condition. Motor good. Also attended to by Eric. All accessories, save th clock, work. The car needs the chauffer's seat recoverd in leather, interior jump seats still original. Rear squab covered but we understand original cloth under. Blind rollers available, also unchromed extension bumper. Pictures available. Gwen MacRae knows this car intimately as it was the No.2 .Car in the Club when formed.

Further young, Rod MacRae who now lives here at Peregian Beach, has his Packard available also for sale. Its details are on the

1950 Sedan. Restorable condition. Could be a good spares car for the foregoing '48. Comes also with its own spares. Gearbox superb motor needs looking at, bearings etc. Interior good. Body has rust

We are not stating price for any of the vehicles but we would welcome sensible offers. The prize of course if the '34 and we would be prepared to listen to a "package" price covering all three as a deal.

I will be taking leave as from and including 28th April and will return on 12th May. So in the interim any offers could be phoned through to Rod MacRae at my Office number 481105 (71) or to his home at 071.48118. However, offers in writing would be acceptable.

If picutres are required, kindly advise. Given a sensible price for the two of mine, I would be prepared to cover airfares from Sydney to here for an interested genuine buyer.

The 34 if registered in the state of Queensland, the '48 is not.

Regards to all
Yours sincerely,
Peter Sharpe.

- -

If you wish to improve the ride of your Packard and it is fitted with the disc type interleaf insulators in the rear springs, e.g. 46/48 Models, a teflon interleaf insulator is available, which, with the aid of a spacer, can be used to replace the original compensite metal types.

This teflon interleaf insulator is available from a Holden Dealer at around 32c each and its part number is 7427404.

However, as this interleaf insulator has a smaller locating peg than the originals used in the Packard springs, a spacer must be used to locate the insulator into the spring.

For this purpose a $\frac{1}{2}$" ID X 1/8" square section spring washer can be used, however the spring washer must first be bent to remove its offset so as to form a flat ring. The spring washer can then be fitted on to the locating peg of the teflon interleaf insulator and the insulators will now locate correctly into the recesses of the rear springs.

A. Clencie.
Victoria.

- -

Note.

The ANTIQUE AND CLASSIC MOTOR CLUB, MID-NORTH COAST BRANCH have have sent an invitation for any interested members to attend their 1978 RALLY to be held in Taree on the long weekend of September 30th October 1st and 2nd. Some of us have already decided to attend this rally, and we have further application forms for any other members who are interested in attending this Rally.

Do come along, you don't know what you are missing by not attending some of these country rallies.

10 Darrell Road,
Tamworth 2340

Dear Packard Committe Members,
A little something for all, in this letter, I hope

Firstly, a comment on Tom Hessions letter in the last issue of "Packardian", I heartily endorse Tom's comments but would like to add one other, and that is - the variety of rubbers available from Mr. Steele. May I illustrate by pointing out, that for my 1933 sedan, I have purchased 26 different rubbers, comprising 61 individual items! There are hundreds of items, specifically for Packards, in his catalogue.

To help fellow enthusiasts with their restorations, I requested from Mr. Steel some of his catalogues. Ten arrived, whi I have enclosed, so that any interested members may write to the Club for a copy.

Secondly, my '33 is almost ready for registration, I expect to be off to Albury run in a couple of weeks on the "shake down run". Hope to look a few members up in Sydney on the way home.

Finally, enclosed is an ad. for the next magazine.

Regards,

Barry Smith.

P.S. Congratulations, Mr. Bracht on this last monthseditorial. Great!

PACKARD PATTER.

One of our South Australian members Mr. Neil Perrin, 24 Hawteville Terrace, Eastwood. 5063 has a particular interest for those Packards with bodies built in Australia. Any members who share the particular interest in Aust. bodied Packards may correspond with Neil and who knows, you may find out something new about your car or perhaps gain or give new knowledge toward the restoration of these rare cars.

FOR THOSE THAT ARE INTERESTED.

The ACT VINTAGE MOTOR CLUB present AUTOJUMBLE '78 - 29th,30th July, Canberra Showground - display of veteran, vintage cars, bikes, petrol and oil enamel signs - refreshments etc. social gathering to be held on Saturday evening in the Pavilion - all Visitors welcome.

ALSO

SWAP MEETING AT NOWRA to be held 29th October 1978 - the notice I have received does not say where the swap meet is to be held.

THE RESTORATION OF MY 46/8 PACKARD CLIPPER by A. CLENCIE.

PART 2: Replacing the body onto the chassis.

With the body removed from the chassis, the hard work of cleaning and painting the underside of the body was started.

A high speed angle grinder fitted with a wire brush was used to remove the 32 years of dirt and rust that had accumulated on the underside of the body. I can now vouch for the fact that lying under the body of a Packard, holding a high speed wire brush, getting sprayed with dust, dirt and what-have-you, is not my idea of a good relaxing week-end and it took two full week-ends to clean it down.

After the wire brush treatment the underside of the body was coated with a rust neutraliser 'Leonard XL154' and then sprayed with 'Mirotone 631' a self etch single pack epoxy primer, the underside was then sprayed with a redoxide primer, then given two coats of high gloss black spraying enamel. It is most grafifying to be able to see your face in the underside of the car.

The chassis was then completely stripped down to the last nut and bot and attacked with the rotary wire brush. All thoughts of having the chassis sand blasted were dismissed after I had inspected some of the sand blasting jobs that had been carried out by the experts? of the trade.

The same anti-rust treatment and painting process as applied to the underside of the body was given to the chassis. At last all was finished, with the chassis shining with its coating of high gloss black enamel, resting on the concfete floor of the carport with the body suspended above it hanging from the carport roof.

Then disaster reared its ugly head, my son made the statement of the year - "Dad that chassis is twisted"...Rubbish! I had carefully checked the dimensions of the chassis and they were spot on, the chassis was set up on straight edges and sure enough the bloody thing was twisted. There was $\frac{1}{8}$" twist between the front shocker mounts and the rear spring front mounting brackets but there was $\frac{1}{4}$"twist between the rear spring front mounting brackets and the rear channel of the chassis. Doom! how can I straighten the chassis? one firm quoted me $150 just to look at it, I was tempted to dig a hole and bury the lot; but sanity prevailed and after two weeks brooding about it I decided to see what would happen if I fitted the chassis into position under the body.

Jacks were placed under the chassis and it was carefully raised until it was in position. Sure enough the twist in the chassis was preventing the chassis from fitting correctly to the body. After a lot of head scratching, it was decided to bolt the chassis to the body and try to cofrect the the twist with the aid of a hydraulic jack. Four new body to chassis mounting bolts were fitted, one into each of the front mounting feet of the body and one into the right and left hand holes just ahead of the rear wheel arches. A Mild steel packer $1\frac{1}{2}$" diameter by $\frac{1}{2}$" thick was fitted between the body and the chassis on each of the mounting bolts, the chassis was then raised carefully until it was in position and the four bolts

The rear bumper bar mounting brackets were bolted to the chassis with the idea that the jack may be able to be used on these to correct the twist, but after looking at it for about an hour or s there seemed to be no way of doing it. Then it happened; a blood miracle! my son sat on one of the bumper bar mounting brackets and it moved down, the bloody chassis was flexible over the rear wheel arches and I could flex the chassis ½" without getting a he A beer or two all round saw the close of the day, hell! what a re

As the original rubber body mounts had hardened with age and were worth using, an alternative was sort and I decided to use solid rubber mounts 1½" in diameter by ½" thick with a 'Sure 55'hardness Aluminium spacers 1½" square by ..."thick were made up for shims to enable the correct spacing between chassis and body to be maintained. A sample of the new rubber mounts was assembled between two pieces of steel, then the bolt was torqued to 20ft.lbs and the amount of compression of the rubber mount noted. The spacing between body and chassis was carefully measured at each bo hole and the measurement noted, from this measurement and the amount of compression of the rubber mount, the number of shims for each bolt was calculated. As all of the old body to chassis moun int bolts were unusable, new bolts were purchased and to prevent them rusting they were completely coated with Valvoline Tectyl 506 which was left to dry overnight before the bolts were fitted in pl

After fitting the mounting bolts, the four steel spacers were removed and the rubber mounts fitted in their place. The body was carefully lowered onto the chassis and all the mounting bolts were torqued up to 10 ft. lbs, each rubber mount was cheked to ensure that the spacing was correct, then the bolts were re-torque up to 10ft.lbs and the mounts rechecked once more. The exposed threads of the body to chassis mounting bolts were then coated wit the Valvoline Tectyl 506 to prevent any rust freezing of the nuts occurring. The body and chassis were then lowered to sit on to four, four gallon drums on which were placed carpet covered pieces of 4" x 1" hardwood so as to prevent damage to that lovely paint work. I won't be game to drive the bloody thing.

The body and chassis are now ready for the fitting of the front suspension and the back end but that's another story.

Material Used :

1. "Leonard XL154"
   Leonard Chemical Products.
   Ricketts Rd.
   MT. WAVERLEY. 3149
2. "Mirotone 631"
   Mirotone Pty.Ltd.
   N.S.W. VIC.
3. "Redoxide Primer "
   Red Oxide of Iron Zinc Chromate Primer
   Brolite Pty.Ltd.
   N.S.W. VIC.
4. "Black Spraying Enamel"
   Synflex Synthetic Spraying Enamel
   Brolite Pty.Ltd.
   N.S.W. VIC.
5. "Tectyl 506"
   Valvoline Aust.

OUR PARTICIPATION IN THE AUSTRALIAN HUB RALLY & BUSH COUNCIL RALLY, Held ALBURY between 10th & 17th May, 1978. by Barbara Townsend.

Ken, Jane and I set out from home at 3am. on Wednesday 10th May, in our 1941, 120 Packard, Tony Walker was driving Jacque Hochstadt's 1930 sedan and as he had stayed the night at our place we just got up, had a light snack and off. The morning was cool and crisp, with a slight drizzle, but otherwise quite pleasant and we headed off down the Hume H'way with a convoy of two Packards, and after awhile we soon found these Packards being buffeted all the way down by convoys of semi-trailers, making their way to Sydney. Breakfast at Yass and then to hit the trail again thru' more rain even running through a flooded area at Tarcutta, a little more water on the road and we may have been held up, but we were lucky and arrived at Albury about 12.30PM. Visited the camping area and saw quite a few friends from the Chev. Club etc. who had just arrived and then off to lunch to fill in time before checking in at Noreuil Park at 1.30PM. We were happy to renew friendships from previous Rallies and also past and present members of the Packard Club namely, Jeff Gransden, John Lucas, Alan Colmer and Neil Perrin, all of South Australia. That evening at the Civic Theatre while partaking of wine and cheese at a general get to-gether we were happy to meet more old friends and make new ones. We were also told that Barry Smith of Tamworth would not be arriving because his wife had taken very ill at the last moment. Sorry to hear this Barry, do hope everything is alright now, and that it won't be long before we see you all, and that newly restored car.

Thursday we all went on a tour of the district taking in a couple of wineries and having lunch at Corowa, where we were visited by Corowa members Clifton Broderick and after lunch and continuing the tour of the local countryside the 2 Packards returned to Corowa to see Cliff's cars and to have a further natter. Tony had delivered some gaskets personally to Cliff. Friday we all travelled out to Bandiana to the Army Camp where we all spent an hour or two wandering thru' the Army Museum. The local Lions Club supplied a barbecue lunch for all the visitors - preceeded by a hot mug of soup, which was most welcome I can assure you! The rest of that day we had free but most went on up to the Hume Weir and the local Trout Breeding Farm. It was here that we met and got to know fellow Packard members Bruce Bone and his wife and teenage daughters - Bruce was driving his magnificent 1926 Packard tourer and it was really good to meet these members - there was also Les Severino a member of the Victorian Region of the P.A.C. but Les was driving his 1929 Graham Paige and he was quite pleased to hear a bit more of the Club from us and was most keen to obtain a Car Badge from the Club. Tony will be sending one off to him.

On the Saturday Arthur and Peg James came over from Shepparton to visit us, they arrived in their beautiful 1948 Packard and was later followed by son Tom who was driving his recently restored 1948 hearse and what a magnificent site this was - enough to turn any young blade green with envy with the luxury of the rear of the hearse and the paint job and chrome etc., it certainly was a cred to Tom and Farther Arthur. Tom and his brother were off on a few days camping holiday together before

(over)

Tom leaves for Canada where he will be visiting relatives. Unfortunately Arthur & peg could only stay the day so we drove out (all 5 of us) in the 1948 to watch the other cars on the Rally participating in a navigational and time trial. Arthur was able to see a lot of the cars, but unfortunately on this day they were not assembled to-gether as they were so many other times during the week. I might add "Thanks again Peg & Arthur for the apples",

Sunday was the day of Mass display of all Vehicles and the judging took place. It was here we spent all day wondering from car to car and of course groups of people with their main conversation being cars! It was here Ken and I spotted a strange Packard on the outskirts - this was one of the visiting cars for the day and not actually participating. We soon found the owner who was Arnold Schulz, from Jindera, near Albury. This Packard was a '29 Tourer 8 cyl. 7 pass., which was original a sedan, restored as a tourer some years ago by the two previous owners from Wodonga. Quite impressive too. After a barbecue tea and the presentations of the N.S.W. Bush Council awards, most people retired to their Motels etc. pretty worn out. Jaws more than legs I think!! By the way Neil, where did you get that beer??

Monday all cars and passengers participated in a delightful run to Bright and surrounding area, what a delightful tour this was with the trees a mass of colours, being autumn, and the country side so green and lush. There was even a small ammount of snow of Mt.Beauty and some good mountain roads to traverse. I think they all make it - especially the 1904 De Dion that just "kept on keeping on". Driver only, as a passenger made mountain climbs doubtful. The local "Bright Ladies" supplied a delicious luch at the local show ground and after this we proceeded into Bright again to have a further wonder around exploring shops etc. We then proceeded home via a different route and in some cases with a change over of passengers. It was here I decided to change places with Neil Perrin and go home to Albury with Jeff Gransden in his superb 1932 Chev.Roadster. Ken and I were so taken by the area around Bright we want to go again on holidays and take the van, so we can really have a good explore.

Tuesday was the day for local tours, and we all visited Borg Warner Transmission Factory in the morning. We all found this extremely interesting and even the women were fascinated by the way the women and men worked on the Assembly line. After lunch we were split into two groups, half to Gadsdens Factory and half to Sara Coventry, then later the groups changed over. Gadsdens make the tin cans for "Uncle Ben" who produce Pal dog food etc. and these cans just went in one end a sheet of tin, through all the different processes and finally all packed onto pallets - then transferred by truck just down the road to Uncle Ben's factory - What a clatter!! Sara Coventry only packed jewellery (produced overseas) and then posted all over Australia where they are sold on the Home Party Basis - must some money in this - they had a beautiful factory on acres of land, everything so modern - even a computer to do all the accounts etc. When the inspections were completed we all rturned to Albury.

(over)

Wednes day was another delightful day in the country visiting Ned Kelly country - Beechworth, the whole day was taken up wandering around Beechworth, and what a fascinating town - just full of history, and we spent a great deal of time just looking around their, most fascinating and interesting museum. Ned Kelly's suit of armour was in here and lots and lots of things one would not see anywhere else, due mainly because it was first established over 100 years ago when things were easy to obtain. Had a job getting Ken and Tony out of the place. Later we took a drive around the district admiring the old homes and buildings and ispected the areas that had been such a boom mining area before the turn of the century.

That evening was "goodbye" night - there was a dinner dance at the Civic Hall and everyone came along and had a "great" night. Presentations were made and Jack Hochstadts' 1930 Packard, per Tony, was awarded "best trim and upholstery" for a Vintage car. We were all very proud that once again a Packard had been awarded a prize, there really was tremendous competition with the other 135 entrants vehicles. Those members who no Jeff Gransden will be pleased to hear that Jeff won "Best Post Vintage Car" with his 1932 Chev. RED ROADSTER.

Well the rally was over and all that remained was to pack and the long trip home on Thursday. It was raining by now, after a week of fine weather and we unfortunately had the rain all the way home to Sydney. Ken was literally nursing the windscreen wipers all the way and I suppose we were lucky they lasted as long as they did, but just after Mt. Victoria they gave up and what a trip down the mountains - it was dark, raining, thick fog and blowing a gale, so down we crawled with Ken trying to watch the "cat's eyes" on the centre line and me, well, I'M trying to watch everything, but mainly the white posts on the side of the road. Was never so pleased to reach the express way from the base of the mountains to Blacktown and from there it was only a short way home. Tony left us here to continue on home to Killara.

The only trouble the 2 cars had in this eight days was our wipers giving up and Tony had a couple of nights and one day working on the 1930 - he had heard a"knock" coming home from Bright - no one else could hear it - but Tony picked it to be No.3 big end, and immediatly he had arranged a garage to work in, courtesy of Albury-Wondonga member Graeme Simpson, and he pulled it down that night and sure enough, he was quite correct, it was No.3!! The next day with Ken as chauffer in the '41 they were able to find someone to remetal it. (previous remetaling was faulty). After lunch they picked it up and spent the rest of the day with Ken as"chief tool hander". This was the day of the local tours, so they only missed the 2 smaller factories in the afternoon while Jane and I travelled in Jim Hoy's 1928 Chev. tourer.

A really good week was had by all and I'm sure the other 300 odd participants would agree. Hope that maybe we could really have a mini Rally combined with the Hub Rally next time it is held in a convenient place between Sydney and Melbourne.

Barbara Townsend.

FOR SALES.

1948 - 22nd series - 8 cyl. - very good original interior in red leather, mechanically good - genuine 41,000 miles - body free of rust - this car has an interesting history - $1600.00

Chris. Paxton. No 7A Reed St. Cremorne 2090. Sydney. Ph.23.3766.

1929/30 Packard, 5 pass. sedan, sad, but a good restoration proposition, 95% complete. Rust in rear floor only - easily repaired, rest solid. $2,000.00
Barry Smith, 10 Darrell Rd. Tamworth. N.S.W. (067) 657973

1951 - Packard Sedan - Reg. until May - sound mechanics - Tyres f 6 tyres with wheels, needs paint, roof lining needs some work, needs muffler - car complete and some spares available.
Don't miss this classic of the future. $400.00 not negotiable

Mr. Gray, 9 Plymouth Drive, Wamberal (Gosford) (043) 84.3733

La.Salle 1936, Fisher body, 2 door coupe. Needs complete restorat straight 8 engine, side mount spare, many extra parts included. Believed to be only 1 in Australia. Rare car, best offer over $1200.00 - J. Hochstadt, 211.0367 (business) 665.5720 (home) Sydn

1938 Packard 'six' Australian Body) Body and interior trim suitabl for restoration or spares. Has 4 good doors guards, boot lid and also but bad rust in floor (front) both sills and boot floor. Chassis runs but needs attention to front end. Reconditioned shock absorbers. Motor gearbox and diff in good order. The body is off the chassis but the car is otherwise complete- No reasonable offer refused. Rod Auger, 325 Archer St. Shepparton. Ph. 058.216424.

WANTED.
Grill for 1955 Clipper deluxe- George Warman. 22 Ardnell St. Thomastown. Victoria.

WANTED FOR '29-'30 Sedan, 6th Series. 8.
2 only window winders, 1 only tail light assembly, 1 only light control switch, 1 only bonnet retaining device and bottom edge of windscreen, water jacket cover, central frame of radiator which supports the louvers. G. Perry, 35 Folkestone Rd. Glen Waverly.

Any literature or advertising brochures for 1935 Packard 120A touring sedan, also wanted ¼ vent window mechanisms, boot lid hing tail light lens, license plate light lens.
Adrian Cowie, 13 Inyari Court, Modbury North S.A. 5092.

SWAP OR BUY.
Wanted twin-ultrematic (55-56) transmission in salvageable conditi have plenty of parts 22-54 for swap or purchase outright at reasonable price. Contact Peter Toet, 749.1372. Victoria.

apologies for having the President's page on the last page of magazine, but as I had received no report, I went on with the sine, thinking there would not be any report - typist.

PRESIDENT's PAGE.

The winter solstice is nearly upon us, this means cooler ers and motoring, which is a better time for tours in old cars.

Recently members attended the Hub Rally at Albury-Wodonga and recently the Rally at Wagga Wagga. All the cars finished the lies with only minor problems but Ken Gilbert scored a double at ga. Last year, you will remember, he won the trophy for the CLASSIC CAR (1930-41) and he repeated this effort this year!

The Committe and members wish him and his wife Helene, all best in future events and congratulate them on this recent effort.

Kens 1938 '120' is a beautiful Packard and thoroughly deserves trophies it has won. Let us hope that Ken's successes will spur er members to finish restoration, remembering that cleanliness attention to detail are as important as a $2000 paint job.

Membership has stabilized again for 1978 but let us chase ant or forgetful members and seek new ones.

Safe winter motoring.
RON NYMAN - HON. PRESIDENT.

TED -
1936 B Sedan - Interior windscreen frame - mine is rusted out ng the bottom - front seat squabs, radiator.
ne Ron Nyman, 869-1041 in evenings, or P.O.Box 230 Broadway, 2007

SALE.
Packard Clipper Straight 8. Original motor car - Reg.No.OF-627 istered June 1979. Complete. $1,100. ON.O. Owner must sell prior going overseas.
n Goodman, 34 Lee Ave., Beverly Hills. 50-8550
This member will be away the month of JUNE, anyone interested se contact Stan in the month of JULY.

SALE.
6 Clipper de luxe, registered - Excellent car, $2,500 -
in Andrews, Sydney 44-7117

Excerpt of letter, just received, from Neil Perrin of Adelaide, after his visit to the Hub Rally, Albury - you will remember he accompanied Jeff Gransden.

"I can commiserate with you over the return trip - It did not stop raining for the entire journey from Albury to Adelaide.

We called into Echuca and looked through the River Boat Museum and also discovered a relatively new (2 years old) auto museum in the town. This is a new building and houses some 30 odd cars together with a large collection of old gramaphones and other local historical material - well worth a visit if you ever go that way. I was also most impressed with the Pioneer Settlement at Swan Hill.

Somewhere west of Swan Hill we came across a section of road approx. 2 miles long which had been dug up for road works and was about a foot deep in mud. Jeff did not like the thought of digging LTD and trailer out of the mire so we made a hasty retreat and detoured v another route.

This was only the start of our troubles - the road map indicated that B.P. petrol was available at a couple of spots between Ouyen and Pinnaroo, however they did not materialize. Consequently with a very empty tank (we were averaging 11 mpg.) we called into a little run down garage at a place called Cowangie. I think we must have been th first customers since 1950 - his tanks were empty but he decanted a 44 Gal. drum into his underground tank. You guessed it - we got a tank full of sludge, water and what ever else could be pumped up.

The trip from here on was rather painful - we were averaging about 40mph. at best, down to a dead stop, as the filthy fuel was sucked into the carburettor. Jeff removed the fuel filter from the carby to clean it and turned the motor over to make sure fuel was being pumped through from the tank. Instantaneously the engine was enveloped in fire - Jeff grabbed an old tarpaulin to smother the flames but did not succeed.

You should have seen the panic to find the fire extinguisher he won as a prize at Albury. I eventually found it buried in the boot, ripped the box open and doused the flames. This all seemed to take about 10 minutes but must have been very quick as there was no damage to the car. The thick padding under the bonnet saved it from any paint damage. Needless to say Jeff thinks this is the best prize he has ever won. The result, if we had not had it does not bear thinking about. We got thoroughly soaked in a heavy drizzle while all this was going on and also gathered quite a crowd of spectators.

Copius quantities of dry powder from the fire extinguisher went into the carburettor and did not improve matters any further, although we managed to limp into Adelaide a couple of hours behind schedule."

REGIONAL COMMITTEE, VICTORIA.

Regional Director - Peter Toet, 19 Powell Drive Werribee 3030
Phone 749.1372

Treasurer - Ian Royle. 15 Vardon Ave, Beaumaris 3193.
Phone 870.3478

Social Secretary - Robyn Collins - King lake 057.86.5261

Committee - Graham Ashmore, P.O. Box 340 Lilydale 3140
Phone 735.0039

Alan Clencio - 28 Tobias Ave. Glen Waverley 3150
Phone 560.9485

Dale Collins - Kinglake. Phone 057.86.5261

Noel Jenner - 1 Langham St. Avondale Heights 3040
Phone 318.1628

Jack Miller - 103. Shorts Rd. North Coburg. 3058 Ph.354.6376

Bob Skillen - 12 Kent Ave. Brighton 3184 Ph. 96.6257

- -

C O M I N G E V E N T S .

June 4th — Maroondah Dam.
Depart 1000am Eastland shopping centre carpark Ringwood.

July 23rd — You Yangs National Park.
10.00am Meet at 19 Powell Drive. Werribee for morning tea - then on to You Yangs for lunch.

August 27th — Emerald Lake
Depart Forest Hills Shopping Centre, 10.00am Route will be via Ferntree Gully, Belgrave, Selby then on to Emerald.

September — Date to be decided
Depart 10.00am Geelong Rd. Brooklyn Service Rd. just past Altona turn off. Morning tea - rest area on Geelong Rd. just before Lara.

October 22nd — 2nd Anniversary Run.
"Lake Merrimu" Depart 10.00am on the Service Rd. opposite Deer Park Fire Station and morning tea at Kerrs, Monbulk.

December 10th — M.G. Concours, Berwick.
Depart 10.00am Prince Mark Hotel, Doveton

IN THE EVENT OF INCLEMENT WEATHER PLEASE CONTACT PETER TOET on 749.1372 TO CHECK WHETHER RUN IS STILL ON.

JUNE 27th - NIGHT OUT AT SMACKA'S

I'm fairly certain that by now everyone concerned has heard about the proposed night out at Smacka's so there should be no surprise "when is this turn on" members when we start to take bookings. In case anyone missed the details in the April PACKARDIAN, they ar as follows:-

SMACKA'S PLACE- 55 Chetwynd St. North Melbourne.
for $12.50 per head you are guaranteed - GREAT FOOD
FINE ENTERTAINMENT
BEST OF COMPANY 7pm
LOADS OF FUN 12.00

BRING ALONG YOUR FRIENDS OR WIVES OR ANYONE.

Please book with Robyn Collins or Peter Toet. The money must be i by 13th June 1978.

ROBYN- 057.86.5261 PETER - 749.1372

MENU

	ENTREE	Soup or Cannelloni
	MAIN COURSE	Chicken Chasseur or
		Roast Beef
8	DESSERT	Fresh Fruit Salad and Ice Cream Or
		Creme Caramel

FOLLOWED BY COFFEE.

NOTE- The normal tariff for Smacka's Place is $13.50 per head and Smacka being a member is providing the night at $10.00 per head - It is most important that the night is successful

BE IN IT AND ACT UPON IT.

- -

CLUB MEETINGS:

As from June 1978 the Victorian Region will be having Bi-monthly meetings to conduct the Clubs affairs. They will be held on the first Monday of each second month ie. June, August, October, Decemb February and April
Our first Meeting will be on June 5th (Monday 7.30pm at Jack and Beryl Miller's residence, 103 Shorts Rd. Coburg North. I hope ther is a good turnout as we will be electing office bearers for 1979 at this meeting. It is in fact our First Annual General Meeting. We hope to show some 16mm films of two of our rallies at this time so if you can make it at all, please do and bring a plate.

ARBURETORS.

ution. In the work of converting bus, truck and passenger car ngines to high compression it may be possible to improve engine fficiency to some extent by altering the carburetor; however, any hange should be made with extreme caution and the results closely bserved for improvement in motor performance. Usually a leaner djustment may be used, but this is not always the case and any ritical changes may result in serious damage to the valves or impair- d engine performance and loss in gasoline mileage.

More cases of burned valves can be traced to lean carbur- tor mixtures than any other cause; therefore, do not blame this rouble to the fuel, but look to the carburetor adjustment. In arge heavy duty motors it is necessary to adjust the carburetor lightly to the rich side to get highest engine efficiency and conomy. A greater percentage of the difficulties with carburetion rise from a failure to obtain a good clean adjustment than from ny other cause.

ow to adjust Carburetor by Appearance of Spark Plugs :

Probably one of the most positive guides to a correct uel mixture is the appearance of the spark plugs after a period of peration. This method of insuring a correct carburetor adjustment is sed almost universally by racing drivers and is known as"spark plug eading". To make an accurate test by this method, the engine hould be equipped with a new set of spark plugs or spark plugs that ave been thoroughly cleaned and adjusted and that are of the correct at range for the engine. With the motor thoroughly warmed up rive the car on the road at a good rate of speed for a short period f time (say 10 to 15 mts.) push the clutch out of engagement, ut the ignition switch off immediately and bring the car to a top by applying the brakes. Remove the spark plugs and draw a lean white cloth across the ends of the metal shells. If the mark f the plug on the cloth is definitely black, the carburetor setting s too rich. If the mark is barely perceptible and only a faint ray cloudiness appears on the cloth, the setting is too lean. he adjustment will be correct when a distinct gray mark appears on he cloth.

Being very careful not to mistake the film of soot which s always present after a short period of engine operation at dling speed, for a rich mixture. A spark plug of the correct heat ange for the engine will burn off this accumulation of soot the irst few minutes of driving and if the spark plugs are inspected mediately after the engine has been working, a true indication of hether the fuel mixture is too rich or too lean will be obtained.

lat Spots In Motor Performance:

There are many causes of flat spots in engine performance ut the most baffling cases are those caused by weak ignition coils, hich are mistaken for carburetor trouble. An ignition coil which oes not have sufficient capacity to produce a good hot spark during cceleration when cylinder pressures and spark plug resistance are uddenly increasedwill produce performance characteristics similar o those caused by a faulty fuel mixture. Usually when the foot hrottle is suddenly opened, the engine will hesitate and fail to espond with a steady, smooth, quick increase in car speed as it hould; however , as the foot throttle is partially released, thus owering the pressure in the cylinders and the resistance in the

(over)

spark plug gaps, the engine will respond with a sudden surge or quickening of speed.

When these performance characteristics are encountered, do not change or alter the carburetor adjustment until the ignition system has been thoroughly inspected and a more efficient ignition coil tried on the car.

Mileage Charts.

Why a Motorist May Not Get the Gasoline Mileage He Expects:

The following charts are the results of tests made to show how the normal economy of a popular car capable of obtaining 20 miles per gallon at 20 miles per hour will vary in the consumption of fuel under the various driving conditions which every motorist faces. These charts are invaluablefor the purpose of convincing those owners who are clamoring for gasoline mileage, which you know they cannot obtain, that the trouble is in the operating condition and not in the car.

1. Constant speed tests (fixed throttle)
   20 miles per hour - 20 miles per gal.
   30 " " " - 19.7 " " "
   40 " " " - 18.3 " " "
   50 " " " - 15.9 " " "
   60 " " " - 12.2 " " "
   70 " " " - 8.0 " " "

2. Continuous running test.
   Accelerate with wide open throttle from 15 to 30 miles per hour, then close throttle and decelerate to 15 miles per hour, and repeat (average speed).
   20.2 miles per hour.....14.7 miles per gal.

3. Continuous running test.
   Accelerate with wide open throttle from 15 to 30 miles per hr. then slow down rapidly with brakes to 15 miles per hour, and repeat (average speed).
   20.5 miles per hour.....8.6 miles per gal.

4. Traffic stop test.
   Start in second gear and accelerate withwide open throttle to 25 miles per hour, then shift to high gear and run at 25 miles per hour to 2 miles from starting point, then stop and repeat without idling more than enough to shift to second gear - 9.9 miles per gal.

5. Accelerating in high gear (wide open throttle).
   Approximately..... 8.0 miles per gal.

6. Accelerate in second gear (wide open throttle).
   Approximately.....4.0 miles per gal.

7. Other conditions which impair economy.
   a. Excessive idling
   b. Racing motor while standing still.
   c. Excessive choking.
   d. Late spark.
   e. Valve Tappets set too close.
   f. Dragging brakes.

(over)

The following table shows the increase in the development of power necessary to drive four popular 1931 cars at varying speeds from 20 to 73 miles per hour.

20 H.P	30 H.P	40 H.P.	50 H.P.	60 H.P.	70 H.P.	73 H.P.
3.8	8.6	17.1	26.7	44.5	62.	
4.2	9.3	18.5	30.0	50.0	70.6	
4.5	9.1	17.4	31.0	50.0	70.6	
4.5	9.1	17.4	31.0	50.9	71.2	81.

It is significant that it requires approximately 10 additional horse power to increase the speed of a six cylinder car about 3 miles when it is running at 70 miles per hour.
Among the factors that cause variations between these cars are:frontal area, axle ratio and tyre size.

How to make a gasoline mileage tests:
Very often a car owner obtains a false impression of the gasoline mileage he is actually getting and in order to assure him that he is obtaining normal or better than normal mileage for the operating conditions under which his car must work it sometimes becomes necessary to make mileage tests. These mileage tests will be of no value, however, unless the results are accurate.

Tests should be made using an auxiliary fuel tank (one half to one gallon capacity) suspended from some point above the carburetor. Drain the carburetor bowl, connect the carburetor and measure the desired amount of fuel into the auxiliary tank. Depending upon testing facilities, mileage tests may be made with any quantity of fuel from a quart to a gallon. However using larger amounts will give more accurate results.

To make the test, drive the car both ways of the road and average the results. By making the tests both ways of the road, any special conditions such as slight grades, wind resistance etc., that may prevail during the tests can be averaged.

- -

ON THE ROAD.

Bob and Dawn Skillen (1939 conv. coupe and 1948 Eight) are also proud owners of a 1934 Rolls Royce Sedenc De Ville, which is entered in the R. R. Owners Club Concours, at both the Victorian and National Levels - best of luck.

A Tasmanian Packard enthusiast - Ted Eaves, whilst on a recent visit to Melbourne contacted the Club and it appears there are more than the expected few over there. Ted has a '47 Clipper 6 and intends joining the club.

Graham Ashmore's V12 (1936) body has almost been completed in Sydney and should be transported to Melbourne in the coming weeks. Graham's '35 Standard Eight is having its final coats of paint and should be out and about soon.

Bill and Joan Doyle are off on a holiday to Fiji - BON VOYAGE!

ON THE ROAD Cont'd.

Don Wishart (Mt Macedon) has secured a quantity of new old stock fan belts for the Club and at a reasonable price. These suit PACKARDS 1922 to 1958 and expected price will be $5.00 each plus postage - a list will be published.

REPORT ON RALLY TO BADGER WEIR, HEALESVILLE - 21st May 1978

Attendees.

Bruce Rispin 54 V8 Studebaker Commander.
Graham & Janice Ashmore & family Modern
Alan & Val Clencie Modern
Gary and Muriel Rogers & family - 1938 six cylinder touring sedan.
Ivan Kerr - Modern
Russell and Valerie Kerr - Modern
Dale & Robyn Collins & family - 46 Buick Special
Peter & Lesley Toet & family - 1938 Australian Six Cyl. Touring Sedan

I would like to thank the above members and their families for attending the run to Badger Weir. The weather was far better than we had anticipated. Robyn Collin's bottle auction raised $10 for the Club and everyone enjoyed the chance to have a bid. After the auction most of us had enough energy to walk the distance to the weir (approx. 30 Minutes according to the signpost). Then once again thanks to Valerie, Russell & Ivan's hospitality. The majority of us toured back to Fern Gully, Monbulk - the girls for a cup of tea and a look at the ferns and the boys to inspect the work in progress on the Packards of course.

Don't forget our next run to Maroondah Dam on June 4th so try and be there. Depart 10.00am Eastland Shopping Centre Carpark Ringwood.

Peter Toet..

- -

F O R S A L E

1957 Studebaker Packard Clipper Town Sedan
Supercharged 275 HP V8, Air Conditioning, power aerials, many extras, 72,000 miles, first time around, excellent condition registered with roadworthy certificate. $3,500

PLUS

2 X 1948 Packard eight sedans
Suitable for restoration on the basis of 2 into 1 will go.
Jack Miller, 103 Shorts Rd. Nth. Coburg. 354.6376 (Melb. 02.)
Note. Jack is selling these vehicles in order to finance the restoration of his '36 120 Deitrich bodied convertible sedan.

For Sale.
Set of 4 near new 6.50 x 16 6ply, Bridgestone Cross-ply $30 each

Contact - Graham Mitchell, 371 Barkly St. Footscray. Vict. 3011
Phone 68.3681.