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THE PACKARDIAN.

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Devoted to the Preservation, Restoration and Appreciation of the

PACKARD AUTOMOBILE.

Affiliated with Packard Automobile Classics Inc.

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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 20th August, 1978.

P.A.C.A. Annual Concours to be held at the usual wet and dry area in the Top Ryde Parking Area, then on to another spot (probably Cabarita) for lunch. There will be other Clubs as our guests on that day, so do come along and make it a real get-to-gether Time to meet at ^{Top} Ryde will be 9.30am for 10.00am judging.

Friday 1st September, 1978.

Executive Committee Meeting to be held at Ken and Helen Gilbert's home, Homebush starting at 8pm.

Sunday 10th September

C.V.V. T.M.C. Annual Display day at Warwick Farm - see note further into magazine.

Friday 6th October.

Executive Committee Meeting -
Executive Committee meetings are held on the 1st Friday of each Month and any member feeling they would like to participate in Club arrangements, are always welcome to attend - contact Secretary for times and place of meeting.

Sunday, 15th October.

Rally - Kurnell picnic area. Meet at car park Roselands Shopping Center. Depart at 10.00 am. sharp.

Sunday 19th November.

Rally - to be confirmed.

Saturday, 16th December.

X'MAS PARTY - more detail later, but we know it is to be held at the Big Wheel Hotel, Chullora.

PLEASE MARK THIS DATE ON YOUR CALENDAR - NOW!

AT THE PRESIDENTS DESK..

Have you seen your name in the Packardian recently, or at all?

No? This is due to a number of things:- not been on runs,

- done nothing.
- done nothing to your Packard.
- or hav'nt let us know of it.
- dropped dead.

Hopefully the last will not affect any of us until a ripe old age, and we have no real control over it, but we CAN do something about the other things.

This issue contains the third instalment of Alan Clencies restoration of his '46 Clipper and Alan must be proud of the restoration and anxious to share his experience with fellow members for he has taken time to tell of his experience in some detail.

This is the kind of material we need. If you can't write at great length like Alan, send the general details and we can dress it up for you.

Read Packard Patter this month - all written from personal observation, on verbal reports by one person - me!

I do not claim to be the perfect grammonian, I have been known to split the occasional infinitive, but at least you can read of other members doings!

Our Editor has a flair with the language, let him know if you wish. Sydney members are busy preparing Packards for the Annual Concours on 20th August, and for the Annual C.V.V.T.M.C. Concours and display at Warwick Farm on the 10th September.

If any interstate members can attend either of these events they are more than welcome, and may display their Packard with the Club Display at Warwick Farm.

Over 600 cars usually attend this event and is worth a visit. If you plan to attend with your Packard let us know and we will reserve a spot for you in the Club Display. If you can't bring your Packard we can arrange a lift in a Packard for you.

Happy Packarding

RON NYMAN.

EDITORIAL COMMENT.

Firstly, an apology from your Editor for the lack of an Editorial Comment in the last issue of the "Packardian". I was far from well at publication time with a severe viral infection which had me out of action for more than 3 weeks. Fortunately, I have now recovered and I would like to thank all the Committee and members who showed concern and telephoned wishes for a speedy recovery.

Of course, the magazine must be produced irrespective of trials and tribulations and our last issue was full of interesting articles. I particularly enjoyed the breakdown of models which Warren Pearson prepared which gave details of our car spread through the years. This sort of exercise adds to the interest of the roster and lets members know how many other cars of their particular model exist.

Another interesting article was the conclusion to Alan Clencie's restoration of his 1946 Clipper, quite an undertaking.

I am sure we all enjoyed the report on the Australian Hub Rally and Bush Council Rally and were delighted to read that Jack Hochstadt's 1930 Packard was awarded the "Best Trim and Upholstery" Award for a Vintage Car. Also, congratulations to Jeff Gransden for his "Best Post Vintage Car" award - even though it wasn't a Packard.

The time is fast approaching for you to be putting the finishing touches to your Packard in preparation for the 2 major events of the year. Our Concours is to be held on Sunday 20th August and we hope to have a large number of members and cars present. This is the day we select our representative for Warwick Farm, to be held this year on 10th September.

We hope that some of our Victorian members will be able to come up for this big event. We can guarantee a great day for both cars and hospitality and we would be delighted to see them. Last year we had a very impressive display and we hope to maintain this high standard. However, it is up to you - we need cars to be present to make our display worthwhile.

We have been advised by "Automobile Quarterly" that the long awaited Packard book is to be available in the American winter. Entitled "The Packard Motor Car - A Complete History", only the legendary Packard could command a book of this scope and suspense.

We are led to believe that 10 years of research, a lifetime of collecting facts, photos and information on every aspect of one of the truly great cars of the world have gone into this book. Two years of checking, cross-checking, editing and re-writing has produced a lavish, expansive, luxurious book of 800 pages.

"Automobile Quarterly" is quoting approximately \$75.00 for this monumental volume and, judging by other A.Q. publications, it should be well worth it. As publication date approaches, members of P.A.C.A. should receive full details to enable them to consider their purchase.

ROBERT BRACH - Editor, Librarian.

DID YOU KNOW?

Packard was the first builder of the W.W. 1 Liberty aircraft engine and they built the bulk of them for the government in the war years.

Packard was used more frequently by the White House than any other make in the first half of the 20th Century. The first, 1909 and some still in use after 1950.

Packard was the only automobile company to pay dividends on stock all through the depression years. The other makers omitted at least one dividend during the hard times.

The first Packard to receive a speedy ticket was the 1901 model.

A Packard last! of all the exhibitors of the first national automobile show held in New York in 1900, the Packard Motor Company was the last to go out of business.

C.V.V. & T.M.C. NOTICE FOR WARWICK FARM '78

As mentioned in the Secretary's Report the C.V.V. & T.M.C. is holding the 15th Annual Display Event at Warwick Farm on Sunday 10th September, 1978. All affiliated clubs are invited to attend. We are anticipating approximately 25 Packards, members attending will surely enjoy themselves to the fullest. It is planned that the first 500 vehicles in attendance will be presented with a 15th Anniversary Badge. All persons attending are asked to be in position by 10.00am as vehicles arriving after 10.30am cannot be guaranteed a position with their clubs.

See you there.

Dear Members,

Half the year has passed and winter is now upon us and if you have to work on your machine in a cold garage you will be well aware of the chill, which can make working so difficult. But work you must for the Annual C.V.V. & T.M.C. Meeting at Warwick Farm is not long away and it is winding up to be the biggest and best yet, both for our Club and the old car movement in general. It is the 15th Anniversary meet and all are welcome. Interstate members who's imagination can comprehend up to 1,000 old vehicles on display at one time, will realise just how unique this occasion is in Australia and if you feel you may be able to attend, we would be glad to hear from you. This year there are more prizes, sashes, and badges to be given out than ever before and the first 500 vehicles to arrive will receive a 15th anniversary badge. We are anticipating approx. 25 Packards so far and there is room for more. The theme this year is "bring out your oldest car", so be in it and join in the fun and history of the day. Any members who will be able to attend, please, let me know as soon as possible and this includes interstate members, looking forward to hearing from you.

I will take this opportunity to approach our interstate members in regards to development of their regions - we have seen the tremendous growth in Victoria and one wonders just how many Packards there are, and indeed still to be found. We in Sydney will co-operate with the regional directors and indeed with any interested persons in the direction of supplying membership forms, introductory news-sheets and what other material we may have at our disposal. So lets work to-gether and round these cars up while they are still available.

Our half-yearly meeting was held on 17th July, finances good, parts stock growing, storage of parts approaching solution, invitation to country swap meets and rallies. A full report appears further in the magazine.

Looking forward to hearing from you,
Yours in motoring,
Warren Pearson....Hon. Secretary.

"BENDIGO" - Australia's answer to Hershey'

Two day National Swap Meeting. 18-19th November. 1978

This is Australia's largest swap meet and is being organised by the Bendigo Vintage Car Club and the Federation of Vintage Car Clubs of Australia (Victorian Div.) and supported by its member clubs. There will be approx. 500 sites. Full catering available. Enquiries to....National Swap Meeting, P.O.Box 2, Eaglehawk, Vict.3556 (Stamped Addressed Envelope)

General Enquiries....contact our Secretary, Warren Pearson as he has literature on this meet.

Extract from letter, written to our President from Alan Clencie -

"Following your publication of the bearing list that I obtained for the Club from Skefco Bearings. I have again approached this company and they will endeavour to supply me with the bearing list for the later model Packards as well.

I have also arranged with Skefco Bearings that all Packard Club members will be entitled to a 50% discount on bearings if they produce their Club membership card or quote their Club membership number in correspondence."

RESTORATION OF MY 46/8 PACKARD.....by Alan Clencie.

Part 3. Reconditioning the back axle assembly.

Dismantling the back axle.

After removing the complete back axle assembly from the chassis, scrape the housing to remove the majority of the dirt and grit, then wash the housing with a 50/50 mixture of standard petrol and kerosene, when clean hose the housing with a high pressure water spray, dry with compressed air and wire brush where necessary. Drain the oil from the housing and refill with about two litres of standard grade petrol, rotate the pinion to circulate the petrol in the housing, allow to stand overnight then drain the housing.

A special Pullier must be used to remove the drums from the axles so try and borrow one from someone in the club if possible. On no account should the axles or drums be hit with a hammer when attempting to remove the drums as the side thrust pad in the differential may be damaged.

Before removing the drums from the axles, identify each drum and axle with paint so that the drums and axles can be replaced in their correct locations when they are reassembled. Remove the drums and dismantle the brake shoes from the backing plates, disconnect the hydraulic lines from the wheel cylinders and remove the lines from the housing. Plug the hydraulic lines to prevent the brake fluid absorbing moisture and causing corrosion in the lines. Remove the wheel cylinders from the backing plates and seal in plastic bags to prevent the entry of water or dust into the cylinders.

Remove the bolts that fix the backing plates to the housing and remove each backing plate complete with its outer oil seal.

Important. Note the location and number of shims between each backing plate and the housing, mark shims for correct relocation on assembly. Remove each axle from the housing and wrap in paper to prevent damage while further dismantling continues. Remove the nuts that fix the differential assembly into the housing and remove the differential assembly.

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Important. - Do not steam clean the inside of the housing or the differential assembly, as water may cause corrosion of the bearings or gears. Wash the differential assembly with a mixture of standard grade petrol and diff oil, ratio of about $\frac{1}{4}$ pint of oil to the gallon of petrol and dry with compressed air, a small amount of oil will remain on bearings and gears to prevent their corrosion.

Mount the differential in a suitable vice and rotate the crown wheel to inspect for wear and corrosion.

Important. - Care must be taken to ensure that the thrust pad located in the centre of the differential gears does not rotate from its correct position when rotating the crown wheel. If the crown wheel and pinion gears are OK, spin the crown wheel and listen for noisy pinion bearing etc. If the diff. appears to be OK, check the run out of the crown wheel with a dial indicator, maximum allowable run out is .004".

Measure backlash between crown wheel and pinion with the dial indicator, normal maximum allowable back lash is .006" but up to .010" is serviceable.

If the differential assembly is OK replace pinion oil seal Repco Part Number P1262, this seal is no longer available off the shelf and must be obtained through the club.

If the differential assembly is not serviceable, send to a diff. specialist for repairs, do not attempt to repair it yourself unless you are fully conversant with the correct procedure of setting up a differential.

Replace pinion oil seal.

Before you loosen the nut that fixes the tail shaft flange to the pinion shaft, carefully measure the distance from the end of the shaft to the nut and also count the number of threads then WRITE IT DOWN, this is important as the pre load on the pinion bearings is by the crushing of a sleeve and the pinion nut must be replaced in its original position or the pre load will be incorrect. Remove the nut and pull off the flange, prise out the old oil seal, being careful not to damage the differential housing or the pinion shaft. With 600 wet and dry paper coated with light oil, polish the pinion shaft where the oil seal will contact it.

Before fitting the new seal, soak it in clean diff. oil for 24 hrs. to soften the seal. Dry the seal and apply a suitable sealant to the outer edge of the seal and place it in position in the diff. housing. With a suitable drift carefully drive the seal into place and remove the surplus sealant.

Coat the pinion spline with a mixture of white lead and diff. oil and fit the flange into its original position. Coat the spacer washer and the thread on the pinion with the white lead oil mixture, fit the spacer and nut on the pinion shaft and tighten nut to its correct position. Refer to dimension that you wrote down before you removed the pinion nut. Fit a new split pin to secure nut in position.

Rear Axles.

Clean each back axle and its bearing with the petrol/oil mixture and inspect bearing for wear and corrosion, if the bearing is OK and tight on the axle do not replace it as it will last longer than the bearings that you buy today, if the bearing is loose on the axle it can sometime be made serviceable by applying "LOCTITE" bearing mount between the axle and the bearing. However as a rule you will be better off to obtain another axle if possible.

Do not attempt to use shim steel to correct a loose bearing as the shim will only last a short time before it will be destroyed. With a small oil stone, hone the axle splines to remove sharp edges then polish splines with a high speed wire brush and inspect for cracks or twists. Be careful not to damage the thrust pads on the ends of the axles. With 600 wet and dry paper coated with light oil polish the axles where the oil seals will contact it. Wrap the axles in paper to prevent their damage until they are reassembled into the housing.

Clean the inside of the diff. housing with the petrol/oil mixture, dry with compressed air and inspect for damage, cracks etc., mask up and paint the housing in the colour of your choice.

Re assembly.

Purchase the axle inner oil seals Repco part number PI246 still available off the shelf and soak in diff oil for 24 hours before fitting. Dry the seal and apply a suitable sealant to the outer edge of the seal and fit into position in the diff. housing. Drive seal into position with a suitable drift. Cut out new differential assembly to housing gasket and brake backing plate gaskets from .020" gasket material such as "Power seal". Coat the differential to housing gasket with suitable sealant and carefully fit the gasket into position on the differential assembly, extreme care is necessary to prevent damage to the gasket.

Important. - Pack the thrust pad in the diff. with heavy grease to prevent its rotation when assembling the diff. into the housing, it is also a good idea to tape the pinion flange to prevent its rotation during assembly. Lower the diff. assembly into the housing, apply sealant to the mounting studs and fit the washers and nuts. Tighten nuts carefully to ensure correct location of differential assembly into housing and torque nuts to 35ft.lbs.

Coat the spline and thrust pad of each axle with diff. oil and assemble each axle into its original position in the housing, being careful not to allow the weight of the axle to rest on the oil seal. Assemble each brake backing plate with its shims to the housing, fit and tighten the mounting bolts to 35ft lbs.

Important. - When tightening the brake backing plate bolts, keep moving the axle in and out to ensure and play or thrust pad in the diff. assembly could be destroyed. With a dial indicator measure end play of each axle, must be from .004 to .007", add or remove shims as necessary to obtain correct end thrust. New shims can be cut from shim stock if required. Note! the thickness of the shims should be approx. the same for each axle so that the thrust pad is centralised in the differential. Remove the brake backing plates and pack each wheel bearing with 2oz of high melting point wheel bearing grease. DO NOT FILL CAVITY as excess grease may be forced through outer seal to contaminate brake linings.

New outer oil seals Repco Part Number PI047 must also be fitted and as these no longer available off the shelf they must be purchased from the club. Soak the outer seal (oil) in diff. oil for 24 hrs. before fitting and wipe them clean before fitting. Coat the brake backing plate to outer oil seal gasket with suitable sealant, fit the gasket and oil seal into position on the backing plate. Coat the oil seal to oil shield gasket with suitable sealant and fit the gasket and oil shield into position on the

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outer oil seal, fit the fixing nuts and torque to 35ft lbs. Check that the drain hole through the brake backing plate is not obstructed.

Reassemble brake cylinders and hydraulic lines. Check that the axle housing vent is clear and reassemble brakes.

Fit correct brake drum complete with its key to each axle and torque each axle nut to 60ft lbs. Fit new split pin to secure each axle nut to axle.

Fill the back axle assembly with 3 litres of BP Multigear 85/140W or similar high performance diff. oil and rotate the pinion flange a dozen or more times to distribute the oil throughout the differential bearing and gears. The back axle assembly is now ready to be installed.

Note! This procedure can be used for all 21 and 22 series Packards except those fitted with the heavy duty back axle assembly with the adjustable crown wheel gear idler system.

Alan Clencie.

DID YOU KNOW??

Packard offered the first air conditioning in an automobile.

Packard was the only independent car maker to build its own automatic transmission.

Packard was the first in using aluminium pistons in an auto. engine.

Packard was the first to include front and rear bumpers as standard equipment with an auto.

Packard offered the first practical automatic spark advance.

Packard was first to offer a production V.12 type engine.

Packard built the first practical diesel aircraft engine.

Packard offered a V-12 engine in an automobile more years and models than any other maker.

The first car used in a Presidential inauguration was a 1921 twin-s. carrying President Harding in 1921.

Packard was the first to offer a glove-box in the dash of an automobile.

Packard pioneered the use of a lateral stabilizer as part of the suspension system.

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NOTE: Part 4 of Alan Clancies restoration articles has arrived

and will be featured in a future edition. Keep up the good

work Alan it is greatly appreciated.

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Memories of a Faithful Friend, 'JO' 1950 Packard Eight Deluxe ex N.S.W. Reg. No. JO-195.

I purchased JO in mid 1967 for the sum of \$160 hard earned dollars and he was used by my family until January 1968 when I obtained my licence and JO became one of the well known Packards of Sydney, as I used him and my girlfriend (now wife) used him constantly up until our move to live in Queensland in January 1976 and in that time he covered approx (in old language) 60,000 miles, out of that mileage there has been two trips to Melbourne, three trips to Queensland, one trip to Swan Hill (Packard Automobile Club of Australia's National run) and the final trip to Queensland. Unfortunately on the final trip to Queensland a big right foot caused the deterioration of a big end bearing, also being near the ocean the rust in the body has now become terminal, salt air is bad news for metal.

As the heading says memories, but it is hard to know where to begin after owning a vehicle for so long. Here we go and they won't be in chronological order - such as the trip back from Queensland during our honeymoon (over 700 miles over night in 13½ hours) blowing off Ford Falcon at 95 mph and still returning 17-18mpg, or the easy trip back from Victoria and getting 21mp.g. and that was not using overdrive.

Or when I had 5 mates in the car, and showing how a Packard could start in top gear up a slight grade and pull away to any speed without blinking the proverbial eye. Or the time when I pulled up at a STOP sign whilst taking a mate for a ride and him saying "ha ha it stalled", then just letting the clutch out and taking off (he didn't know what a quiet motor was.) And the dummy who took it around a block then coming back asking who installed the power steering. He not long after became a Packard owner.

Naturally there was the odd breakdown - but then every car known, will stop of its own accord sooner or later. It is the good times in a Packard you remember as they are superior to being in other vehicles.

Like the run from Dural at 2am and arriving to meet the other cars in the Club at West Wyalong at 8am for breakfast on the Club run to Swan Hill. The drive across the open plains where a locust plague was encountered and watching the modern motorists go screaming past and clogging their radiators and "JO" just motoring along at

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