

Published by the Packard Automobile Club of Australia.

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

Affiliated with Packard Automobile Classics Inc.

P.O. Box 2808. Oakland, California. 94618. U.S.A.

Packard International Motor Car Club.

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ALL MAIL for the PACKARD AUTOMOBILE CLUB OF AUSTRALIA to be sent to
P.O. BOX 12: VILLAWOOD. 2163. N.S.W.

COMING EVENTS.Sunday, 14th October.INVITATION RALLY by the Cadillac Club.

Rally to Bowral and historic Berrima - meet at the Cross Roads Hotel at 9.30am for departure soon after. Remember the tulips will be in bloom at this time of the year.

Sunday, 21st October.

Rally to Cherry Park, Kurrajong - barbecues supplied, meet at the Bull and Bush Hotel, Windsor Rd., Baulkham Hills at 9.30AM for prompt departure at 10AM. Don't miss this run, it really is a delightful picnic area, with magnificent views, trees etc. The wild cherry trees should be in bloom and a special area has been booked for the Packards.

TWO DAY SWAP MEETING 20th-21st October

The Chrysler Restorers Club has organised a two day Swap Meeting at: Greens Motorcade, Museum Park, Leppington from Noon to 5pm Saturday, to 8am to 4pm Sunday 21st October. More particulars needed ring Ken Townsend on 631.2727.

SWAP MEET-4th November.

The A.C.M.C Mid North Coast Branch are having a swap meet at the Taree Showground 8am to 5pm - Admission Free - particulars phone-Branch Secretary on 065-524248.

SWAP MEET 11th November 1979.

South Coast Vintage Car Club are holding a swap meeting in assoc. with the odd rods annual hot rod show, David Jones, Warrawong cnr. King St. and Northcliff Drive - particulars ring Barry McDonald on 042-61-3773.

Sunday 18th November. MEET CROSSROADS HOTEL 9-30AM

Rally to El. Caballo Blanco, Leppington - For \$2.00 per head there is a demonstration of the Dancing Horses being put through their paces, 11.40am, whip cracking and boomerang throwing demonstration, then picnic or barbecue in the beautiful grounds, but for \$5.00 per head, children between 4-14 \$2.00 the whole day plus the show in the afternoon, about 1 hour of the dancing horses etc. but for this we must have numbers for bookings so PLEASE ring me, Barbara Townsend so I can finalise the numbers (see page ^{SEPARATE} for further particulars.

SATURDAY, 24th November.

PA.C.A. CHRISTMAS PARTY see page ^{SEPARATE} for further details.

EDITORIAL COMMENT.

In recent issues of The Packardian, we have mentioned Automobile Quarterly's monumental "Packard - A History of the Motor Car and the Company". The publication of this unrivalled book underlines the dominance of the American Automobile industry during the period of the Classic Car and the importance of Packard to that era.

We are happy to announce that 56 members of our Club have ordered copies of this book and this is no mean feat considering the size of the Club. The Book has been in great demand and all reports about it have been highly complimentary.

"Packard - A History of the Motor Car and the Company" is unique: in one volume 31 chapters detail the history of the marque. All the books are certified and numbered and contain over 800 pages with more than 1000 illustrations, most of them never before published. All known aspects of the history of Packard have been drawn together and placed into perspective, insofar as is possible. The chapters take the reader through the entire Packard saga, from the Packards of Warren, through the Twin Sixes and Twelves, the revolutionary (for Packard) 120 and the full gambit of the post war models right to the end of the great car in 1958. There are also chapters on the Liberty - engined record-car and other racing Packards, advertising, badges and mascots and the Packard test track and proving methods.

Only the legendary Packard could command a book of this scope and expense and Automobile Quarterly's production is superb. Sections of full colour photos of the cars are done in renowned A.Q. style and full specification charts are included, tabulated specifications of all the models from 1899 to 1958 covering chassis and coachwork, production figures, performances in the competition field on land, water and in the air.

Packard followed the principles of volume production which enabled the American manufacturer to offer a high-class car at a moderate price. This, and the idea that American cars had to be suitable for the American country as a whole enabled them to produce an automobile that had a far wider appeal than most small volume European models.

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We are all familiar with the virtues of the Packard models, although much of our experience is based on the less exotic models - we can only dream of the perfection of a V-12 for example. Nevertheless, most members have been delighted to broaden their knowledge of Packard by acquiring the wuperb A. Q. book.

Members were no doubt delighted to be able to acquire "Packard- The History of the Motor Car and the Company" at such a reasonable price and owe a vote of thanks to the Committee for their work in that direction. Correspondence about the book has been in progress for several years and we are grateful to Automobile Quarterly for their generosity and assistance.

One review of the book stated that "pulling that magnum opus out of its slip cover and riffling through the pages is like walking into the old Packard plant on East Grand Boulevard and finding that, by some trick of time, all those guys are back in their building cars again."

Members are reminded that we want to publish a special issue to commemorate the 100th edition of "The Packardian". This is scheduled for early 1980 and members wishing to contribute articles are asked to do so by the end of December.

Robert Bracht - Editor/Librarian.

C . V . V . & T . M . C . message to Clubs. (NEW SOUTH WALES)

In the message from the Council member clubs were urged to abide by the guideline laid down by the Council for the issue and use of Club Plates and perm to move. In N.S.W. the permit to move cut off date has been increased to 1947 and it is anticipated that the affiliated Clubs use this concession in the correct and proper manner.

The concession of Club Plates has been in use for 20 years and was instigated by the Veteran Car Club after negotiations with the Department of Motor Transport. Further, N.S.W. recognises all interstate Historical Club Plates so issued by the D.M.T. and Member Clubs. The Council observes that the year has not been without problems for motorists, petrol shortages, higher running expenses & maintenance costs, but even with this adverse effect the movement of restoration and driving of old cars continue to prosper.

PRESIDENT'S REPORT.

Spring is upon us and now is the time to check systems and tyres for the hot summer months ahead. Pleasant weekend drives and rallies are where these cars are at their best. Rallies remind us of the 15th Anniversary Rally to be held at Canberra next year. Members will be receiving circulars asking if they are interested as tours and accomodation must be organised well in advance and deposits paid. We must try to make this 15th Anniversary Rally a success and this means a large attendance of members and families and Packards.

Sydney members and the Club had a major victory at the recent Warwick Farm Rally and Concours organised by the C.V.V.T.M.C. The Club took out Grand Champion and 1st and 2nd 1930-41 and also Club Display. A Sydney member took 3rd in the 30-41 class with a 1935 Plymouth.

This concours is the premier event in N.S.W. and the Grand Champion Car would stand out anywhere in Australia. All members concerned deserve congratulations.

Members are reminded of the Xmas Party on Saturday, 24th November at George Green's Motorcade at Leppington. A pleasant evening is assured for all. Please fill in the form on page -- and send back to the Club as soon as possible, so as we will know the numbers coming.

Remember to attend Club runs, with or without your Packard, people are just as important as Packards.

Ron Nyman - Hon. President.

P A C K A R D P A T T E R .

Members will have noticed that the Secretarys Desk is absent from **this issue of the Packardian; this is because Warren Pearson is travelling the roads of Australia with Dennis in the latters International van.**

The brothers will be away for approx. 2 months and will cover many thousands of miles. They hope to visit Packard members en route, so keep the hospitality mat out for them.

C.V.V. & T.M.C. DISPLAY - 16th September.

1979 will be remembered as the year Packard scooped the pool at Warwick Farm for it was the year that a Packard won 1st Prize in the 1930-40 (Post Vintage) section, and was also awarded the GRAND CHAMPION 1979 Prize. The Packard that was awarded these honours is the 1938 120 Sedan owned by Harvey and Carol Claypole. Congratulations, Harvey, the good wishes of all members of the Club for your tremendous effort is well deserved. The cars entered in the Concours this year were of a very high standard yet the 1938 120 was outstanding in appearance, authenticity and presentation. The car has been restored by Harvey over a period of about 12 months and is ducoed an elegant shade of grey and upholstered in toning Bedford Cord. The car sports wide white wall tyres and the overall effect is outstanding and elegant. Well done Harvey, and no doubt a special word of thanks is due to Carol for the support she has given over this restoration period. The Packard Victory was not Harvey's alone. The 1933 Sedan of Barry Smith was awarded 2nd Prize in the 1930-40 section. Barry, from Tamworth was representing his local club and the Bush Council, and his car looked much different to the last time we saw it. It has been completely resprayed in cream and tan, the chrome work has been redone and Barry has spent countless hours getting the car to its Present high standard. To round off the 1979 Packard Day at Warwick Farm the Club was awarded the Prize for the best Club Display - for the second year in succession. The display was oblong in theme this year with Tim Griffins 1953 being framed by Neville Fishers 1933 and Jack Hockstadt 1930 Roadster as the centrepieces and the remainder of the cars flanking the sides. It was a simple yet effective display and the Club owes a vote of thanks to Ken and Barbara Townsend and their band of helpers for their efforts in this regard. Packard was also honoured when motoring personality Peter Wherrett nominated Jack Hockstadt's 1930 Super 8 Roadster as the car he would most like to own.

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Warwick Farm cont'd.

1979 will be remembered as the year Packard scooped the pool at Warwick Farm!

Actually Warwick Farm '79 must have been one of the most successful days staged by the C.V.V. & T.M.C. It was the 16th Anniversary of the event and the Council was blessed with a glorious spring day which, no doubt, encouraged more people to attend.

The council now comprises 47 affiliated clubs with a further 4 clubs seeking affiliation and there were many cars on display new to Warwick Farm. Our Club had a good display and cars present were:-

1930 Kevin and Marie Liddy and family

1937 Sedan Frank Bourke

1929 Club Sedan Jack Hochstadt

1930 Sedan "

1930 S8 Roadster "

1937 Sedan John Gilbert

1938 120 Ken Gilbert

1933 Sedan Neville Fisher

1934 Sedan Ron Walker

1938 110 Peter Toet

1941 120 Barbara Townsend

1946 Clipper Merv. Henwood

1947 Clipper Robert Bracht

1950 Sedan Peter Carrette

1952 Sedan John Cartledge

1953 Sedan Tim Griffin

1954 Sedan Des Hogan

Of course Warwick Farm is such a busy day, with so many people to see and cars to admire that it is hard to catch up with everyone. But many members called at the "Hospitality" Table and it was good to see Gwen MacRae who later in the day was ecstatic at the Packard win (been waiting for 15 years") Rene Barlow and friend Joan spent the day with us, Kevin and Barb Andrews (sans Packard) arrived later, Helene Gilbert (who drove Ken's '38 out with nephew David as navigator) chatted to Olga Hockstadt and Shannie Bracht. Lloyd Bignell from Taree (via the Cross) called at the Hospitality Table and we met Steven De Bono for the first time. (Another young member to soon join our Club)

Warwick Farm Cont'd.

It was good to see Peter and Leslie Toet up from Canberra for the weekend - they drove their 1938 110 sedan and many Sydney members met them for the first time. Saw Sid Wilson and Barry Smith (of course) and Graham Ashmore and Bruce Rispin up from Victoria. Norm Lowe caught up with us in the afternoon and it was really a great day to see so many people. (Wish all Rallys could be so well attended.)

Two thirty approached, it was time for the Presentations - you all know the wonderful news and there was great excitement all around. Ken Gilbert was awarded 3rd in the same 30 to 40 section for his Plymouth Coupe, representing the Australian Historic Club and that added more excitement to the day. Congratulations, Ken and Helene. Harvey Claypole was thrilled and perhaps slightly stunned by his win - Grand Champion is a great honour and his car looked superb as he his lap of honour. There was great celebration in the Packard Camp and it was the climax of a beautiful day. 1979 will be remembered as the year Packard scooped the pool at Warwick Farm.

PACKARD PATTEN.

Had a short letter from Russell Kerr (Vic) who advised he has just completed a complete restoration of a 1930 726 sedan with sidemounts. Obviously bitten by the Restoration Bug Russell is starting on a 1940 110 Club Sedan - look forward to details on its progress.

Russell's son has also restored a 1948 sedan - busy down Monbulk way !!

The Andrews are re-arranging their stable of cars - the 1956 has been sold to enable work to continue on the '33. And the old MK10 has been replaced with a very smooth burgundy Jaguar 420 sedan. For the comfort conscious, Marie Liddy advises never go to Warwick Farm without your town and country, dual purpose, fluff trimmed cumfies.

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RESTORATION OF MY 46/8 PACKARD BY A. CLENCIE.Part 6.Tips on how to avoid the pitfalls in getting your Packard re-upholstered.

Following my experiences in having my Packard re-upholstered and getting a lousy job for my money, I can now offer the following advice,

1. Select the material type and colour that you require and obtain a sample of this material.
2. Write up a specification stating what material is to be used and were.

For example:

Seats Nylex vinyl (seating quality.)
 Colour - brown, to sample supplies.
 Note : All stitching to be brown to match vinyl,

and so on until ALL items are covered by the specifications.

Also state on the specifications that the seats etc., are to be reblocked and repadded to their original shape before the new covering is fitted.

Note : If vinyl is selected, two sources of supply in Victoria are:

- a. Greenwells of Elizabeth Stree, Melbourne. Telephone 329-7451
- b. Nylex Seconds, 91 Argus Street, Cheltenham. Telephone 550-2000

3. Select three automotive upholsterers and ask them for a written quotation for the re-upholstery of your car to your specification. Give them a copy of your specification.
4. Make sure that there is a time limit specified for the job to be completed, as some of these so called tradesmen can make a job last for ever.
5. Go and have a look at the workshop of each up-holsterer. Its 75% certain that if he has a sloppy shop you will get a sloppy job.
6. If your car is to go to the upholsterers shop for re-fitting, make sure that your pride and joy will be kept under cover.
7. Insure your car with an "Incourse of Restoration" Policy, obtainable from Sutherland Antique Vehicle Insurance Company. This policy will cover your car against malicious damage, fire and damage in transit. You can ge a \$6,000 cover for around \$70.

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What to do if you get a lousy job.

When you inspect the finished car and the job has been badly carried out, you should proceed as follows:-

1. Protest to the upholsterer and point out any obvious faults and ask for them to be fixed. If he says no, your only course of action is to pay him and remove your car from his premises. By law he can prevent you taking your car unless payment is made.
2. Payment by cheque should be made and the car removed from the premises.
3. You could cancel the cheque when you get the car home, but this is also against the law and you could be charged with fraud.
4. The correct procedure is to contact the Small Claims Tribunal by phone and explain your problem to them. They will send you a claim form and it will cost you \$4.00 to take the upholsterer to court.

You must appear yourself as a solicitor does not represent you or the upholsterer.
5. However, before you fill in the form, contact the upholsterer and inform him that you are going to take action against him in the Small Claims Tribunal.

Tell him that alternatively you will cancel your cheque and then pay him half of the amount owed and the balance when the job has been corrected to your satisfaction.

Note:

- (a) The amount paid in this situation must be agreeable to both parties.
- (b) The full amount owed must be paid before your case will be heard by the Small Claims Tribunal.
- (c) If the upholsterer agrees to accept part payment and after 6 weeks he has not fixed the job for you, you can send your claim to the Small Claims Tribunal with a cheque for the amount owing to the upholsterer. The Small Claims Tribunal will hold this amount in trust until the case is heard.
6. The following are important points to note:-
 - (a) Make a complete list of as many faults as you can find.
 - (b) Make sure that you take plenty of photographs of the faulty workmanship.
 - (c) Keep a diary of all conversation that you have with the upholsterer re the faults.
 - (d) Don't return the car to his premises for the faults to be fixed and don't let him remove all faulty work at the one time.
 - (e) You must have plenty of evidence to support your case when you present it to the Small Claims Tribunal.

With a bit of luck you won't need any of this advice, but in this day and age even the wise can get caught, so for warned is for armed

PACKARD BEARINGS.

Alan Clencie has supplied a list of bearings for Packard models 1946-58. The bearings are available from -

SKEFCO Bearings (Huntingdale) Pty.Ltd.
248 Huntingdale Road,
Huntingdale. 3166 Phone 544.5733 Victoria.

however Alan suggests that members contact Skefco to determine whether or not the bearings are available ex. stock. Alan also suggests that when members write to Skefco with a bearing inquiry they should enclose a stamped, self addressed envelope to ensure a reply. Members will be given a discount upon production of a Club membership card and/or number. The bearing list is comprehensive but we are unable to reproduce it in the magazine because of the typewriter size and spacing. However members who require a copy are asked to contact Robert Bracht who will be happy to supply them with a photocopy of the list. Our thanks to Alan for the list.

Recently had a letter from Andrew Hines from Bathurst. He advises that there is a '49/50 model for sale in the district for \$500 "which goes, but only just." Andrew came down for the swap meet at Chatswood but couldn't make it to Warwick Farm, however he saw news coverage of the day which featured several cars from the Club.

Canberra region advises that :-

Max Merritt
P.O. Box 27096
Indianapolis. Indiana. 46227. USA.

can supply "new glass Bijur lubricator jars, exact in every detail for \$24.00 each plus \$1.00 postage and handling. Apparently Max is into many reproductions and may be able to help on some of your requirements.

Barb Townsend baked her well known fruit cake for the Warwick Farm day. It was well received by the members present and interested cooks should look up recipe previously published in the magazine.

NEW MANUFACTURE PACKARD PARTS.

We have just received from America a list compiled for P.A.C. by James Hill (Goodwell, Oklahoma, 73939) of sources of new-manufacture Packard Parts. This is an extensive list and it is divided into 2 sections: the first section dealing with the parts and the second section giving names and addresses.

We hope members find this list helpful and it is suggested that when you write to any of the sources, mention being directed to them by this P.A.C. parts directory. This information is current as at March 1979.

RUBBER Steele (excellent quality, extensive listing)
Metro (limited listing, reasonable quality and price)
Mendes ("mat kits" for 35-37 110's, 120's running boards, "good but not original")
Phil Hill (running board covers)
Brown (running board matting and hardware)
Packard Craft
Dunaway Merritt

WIRING HARNESSSES - PAC PROJECTS (Patronise your Club; good selection Visa and Mastercharge)
Dunaway (excellent listing; specify model number, tail light fender park lights)
Rhode Island Wiring (Packards + other makes)
Cole

ELECTRICAL - Check with parts house of the NAPA chain; check their "Early Model Cars and Trucks" catalog for ignition and electrical parts form the '30s.
Kanter Rich Dunaway Kepich

MOTOR (general) Egge Machine (expensive but probably the most complete line; manufacturer of pistons and other machined parts)
J Hill (timing chains, rod and main inserts; probably lowest nationally advertised prices)
Terrill (rod and main inserts, timing chains, rebabbiting of rod and main inserts and rods when not available; has his own machine shop)
NOTE: Inserts for the older Supers and Customs are generally NOT available and are repaired by rebabbiting the originals and cutting to fit.
Merritt Kanter Kepich
Whitney (Good general use items of average quality. Some problems with orders in the past, but greatly improved now. Communicate problems to Mr. Frank Egidi, Mail Order Sales Manager. Post card gets free catalog; occasional order keeps them coming.)
Hoye (stainless steel head-to-block studs, 7/16-20 X 3 1/2)

GASKETS Lynch (best variety, fit for '20 and later 6s & 8s, 16-23 V12s S.A.S.E. NOT required)
NAPA houses carry Victor gaskets
Whitney (Fel-Pro, very reasonable)
Merritt (some unusual ones + common)
Kanter Dunaway

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EXHAUST Dunaway (as early as '26)

House of Solomon (as early as '27)

Fortin

Systems can be "built" by major businesses like Midal Muffler to be close duplicates if you have the original or the car, Many give a "lifetime guarantee".

WATER PUMPS and kits - Whitney ('38-'54) Egge (rebuilt, '37-'54)
Jordan (a rebuilder) Terrill (kits)

WATER JACKET PLATES - Phil Hill (29-39 Std-8, 23-36 Super 8)

OIL FILTER - CCCA*club project is a "rebuilt kit" to convert the L-8 filter on pre-war Supers to use a "spin-on" inside the original case; \$40; best replacement if car is driven much. For the Fram C-134A filter used in the '50's and '60's.

CARBURETOR, FUEL PUMP, DISTRIBUTOR Heinmuller (rebuilding to factory specs; casting repairs)
Gould (NOS & rebuilt fuel pumps including V12 and 8-9th Ser.)
Coleman (fuel pumps and kits) Rich (ignition parts)
Dunaway Kanter Kepich Crank 'N Throttle

PAN BELTS - Coleman Kanter Kepich Whitney

VALVES, Guides - Terrill egge ('23-'54) Kepich Whitney

TIMING CHAINS J.Hill (36-54 6s, small 8s, all 51-54) Kepich
Egge ('27-'54) Terrill ('36 on)

STARTER, GENERATOR, MAGNETO Magneto Doctor (rebuilt service, 2 year guarantee, some new parts) Kepich.

CRACKED BLOCK REPAIR - Reynolds Head and Block Repair (widely advertised, experienced)

V-12 ENGINE BEARINGS Last (makes engine bearings in std, .010, .020 and fits them to shaft; some other V12 engine parts, much V12 experience.

V 12 HEADS - Seitz

SHOCK ABSORBER - Five Points Classic Shocks (rebuilder of kneww-action front and rear for about \$40 but get quote)
Ragsdale (NOS and rebuilt) knee action shocks
Delco tube type: FRONT 51-55 is P-1000, 56 is P-1104, 57-58 is P-1006; REAR; 40-50 P-1011, 51-52 is P-1038, 53-55 is P-1013, 56 is P-1001, 57-58 is P-1027.

BEARINGS AND SEALS - Penn Ball Bearing Co. (ball, roller, Timken and seals back to about 1920)
J.Hill (some wheel, transmission, clutch bearings, wheel seals, pinion seal kits)
Dunaway Olcar Bearing co. Kepich.

* - Michigan Region.

- BRAKES-** Kanter (power break rebuild kit, other brake parts)
Crank 'N Throttle Midland Kepich (rebuilt par
NOTE: Many brake parts are "industry standardized".
Check your local parts store for rebuilt brake parts and
rebuild kits. NAPA is especially good.
- WHEELS-** American Arrow Corp (wire wheels and parts, rechroming)
Wheel Repair (spokes, finishing)
- CHROME TRIM-** Hirsch Brown Dunaway Merritt
American Arrow Corp. Steiner Kepich Packard Farm
Phil Hill (he "reskins" hubcaps for some models.)
CCCA (delaware) (running board mouldings for 1927-30)
- TRIM LIGHTS -** Kanter Dunaway Turnquist Mc Donald
American Arrow Corp. Perna (runningboard light bezel,
31-36 Su8, 12s to 39)
- EMBLEMS, NAMEPLATES, BODY PLATES -** Pulfer & Williams (mostly prewar)
Kepich Dunaway (mostly post war) Hirsch Newfield
Oakes (sill plate script, 54-56)
- LENSES -** American Arrow Corp. Turnquist. Dunaway Kepich
Hirsch
- LUGGAGE RACK & HARDWARE-** Seitz Dunaway Merritt
American Arrow Corp.
- STEERING WHEEL -** Seitz Peters Restoration Profession S.W.
Service
- RADIO-** Vaughn (plastic knobs for 32-37 Seniors)
- INSIGNIA, SIGNS, ETC. -** Packard Craft (15"X22" Service sign)
Elling (embroidered patches)
American Arrow Corp (precelain service sign)
Milner (needlepoint kits)
PAC Projects
LaFrance 8"X39" thermometer sign)
- DECALS-** PAC Projects
Dunaway
- CONV. TOP KITS -** Coleman (custom made from original factory patterns
for 1928-58")
- CONV. TOP BOWS-** Oak Bows (steam-bent wood, caliming "have patterns
for most years")
- UPHOLSTERY & CARPET -** Hirsch Kanter Futterman Stitt (sample
LeBarron Bonney ("pin-stripe broadcloth" and "wilton carpet"
to duplicate original material)
Packard Craft (fabric auto, spare tire, fender, seat covers)
Coleman (carpet sets "custom made from original factory
patterns for all 46-58)

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- FENDER WEILT-** Coleman (assorted sizes and shapes)
Packard Farm
Whitney (two sizes and chromed, low priced, decent quality;
also windlace door welting)
- HOOD LACING-** Packard Farm Vaughan
- WINDOW AND TOP HYDRAULICS-** Wiesman (rebuilds window and top cylinders,
motors, pumps, valves)
- AUTO. TRANSMISSION -** KANTER (complete kits and parts for rebuilding ultra-
matic transmissions)
Packard Craft (kit to convert Chrysler Torqueflyte to
substitute for 50-56 Ultramatic)
- DASH GLASS -** Dash glass (replacement glass with numbers painted onto
the glass)
- PAINTS-** Hirsch (many duplicates of Packard colors)
Rustoleum brand Forest Green color is very close to green
engine enamel, lasts well.
- SHEET METAL -** Seitz Dunaway
Custom Automotive
- FUEL TANK REPAIRS -** Penn Ball Bearing (fuel tank repair kit)
Kanter (sealer) Hirsch (sealer)
- PARTS LOCATOR SERVICE -** DeMars (computerized parts search, \$10 per
item.)
- NOB. DEALERS-** Merritt Kanter Dunaway Ragsdale
Levin (early models)

(see addresses following pages.)

Members will be interested to know that the Club is advertising
in MotorMag for library items. MotorMag is edited by Eric
Cunningham and includes many advertisements for books/magazines
and some spare parts. Our advertisement in the latest issue
was headed by the famous Packard script and looked most professional.
Motormag is available on subscription only and members
wanting more information are asked to contact the Editor.

CONTRIBUTORS TO THE DECEMBER PACKARDIAN ARE REQUESTED TO SUBMIT
COPY TO THE EDITOR BY 1st November, 1979.

ADDRESSES Corresponding to list.

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1199 S. El Molino
Pasaden, CA 91106
213-795-6113 ev/WE

American Arrow Corp.
625 Redwood R.
Troy, MI, 48084
313-588-0425 home
313-435-6115 shop

Classic Car Club of America.
Michigan Region
1321 N. Renaud
Grosse Point Woods, MI,
48236

John Cole
52 Legionaire Dr.
Rochester, NY, 14617

Condon & Skelly Agency
P.O. Box 1000, Drawer A
Willinboro, NJ, 08046
609-871-1212

Crank 'N Throttle
2022 N. Cedar
Holt, MI, 48884a
517-694-8696

Dash Glass Co.
332 Devon
San Rafael, CA, 94903

Dragonwyck Publ.
Burrage Road
Contoocook, NH, 03229

Edge Machine Co.
8403 Allport Ave.
Santa Fe Springs, CA 90670
213-945-3419

Five Points Auto Shocks
17121 Palmdale
Huntington Beach CA, 92647
714-842-0707

Nat Adelstein
102 Farnsworth Ave.
Bordentown, NJ, 08505
609-888-1000

C. Brown
Rt. 3
Taylors, SC, 29687
803-268-1067 ev

Classic Motorbooks
P.O. Box 1
Osceola, WI, 54020
800-826-6600

Stan Coleman
320 South St, Bldg 12A
Morristown, NJ, 07960
201-539-8317

Crank 'N Hope Publ.
450 Maple Ave.
Blairsville, PA, 15717
412-459-8853

Custom Automotive
P.O. Box 134
Wallingford, CT, 06492

Robert DeMars
3747 17th St.
San Francisco, CA, 94114
415-552-5512 (P/F suggested)

Tom Dunaway Jr.
P.O. Box 5047
Anderson, SC, 29623
803-226-8693

Mike Elling
3714 Pecan Grove Dr.
Huntsville, Ala, 35810
205-859-2949

Jim Fortin
95 Weston St.
Brockton, MA, 0241
617-586-4855 ev

(over)

Bob Putterman
322 B Carswell
Holly Hill, Fla, 32017
904-255-9659 days

James Grundy Agency
300 Office Center Dr.
Ft. Washinton, P.A 19034
215-628-3100

Hemmings Motor News
Advertising: box 380
Subscriptions: box 100
Bennington, VT, 05201

James Hill (mid May to mid Aug.
1107 Washington
Emporia, Ks, 66801
(no listed phone)

Bill Hirsch
396 Littleton Ave.
Hewark, NJ, 07103
201-243-2858

W.J. Hoyer
PO Box 5207
New Castle, PA, 16105
412-658-5501

Fred and Dan Kanter.
26 Monroe St.
Boonton, NJ, 07005
201-334-2400 (information)
800-526-1096 (orders)

La France Sales
P.O. Box 162
Pleasanton, CA, 94566
415-462-4287

Arnold Levin
2835 W. North Shore
Chicago, Ill, 60645
312-262-5965

Michael Lynch
18 Hastings Ave.
Toronto, Ontario, M4L 2L2
416-466-6775

Dean Mc Donald
R.R. 3
Rockport, Ind, 47635
812-359-4965

Arthur Gould
22 Derby Place,
Kings Park, NY, 11754
516-265-8063

Doug Heinmuller
box 797 Berkley Ave.,
Bethlehem, NH, 03574
603-869-2044

James Hill (school year)
P.O. Box 547
Goodwell, Ok, 73939
405-349-2736 ev/WE

Phil Hill
130 Ocean Way
Santa Monica, CA, 90402

House of Soloman
P.O. Box 115; 554 E. Main
East Orwell, Ohio, 44034
216-437-8622

R.L. Jordan
8445 5th St. N.
St. Petersburg, Fla, 33702
813-577-7562

John Kepich
8231 Orchard
Painesville, Ohio 44077
216-352-7990 (home)
216-437-8622 (shop)

E.C. Last
1536 W. Valley Blvd.
Alhambra, CA, 91800
213-282-9842

Le Barron Bonney
14 Washinton St.
Amesbury, MA, 01913

Magneto Doctor
P.O. Box 1784
Everett, Wash, 98206
206-743-7717 Ev only

Everett Mendes
52 Touisset Ave.
Swansea, MA, 02777
617-672-2887

(over)

Max Merritt
P.O. Box 27096
Indianapolis, Ind, 46227

Bob Midland
Box B
Hawley, PA? 18428
717-226-2498

NAPA = National Auto Parts
Association; common through
eastern 1/2 of the U.S.

Oak Bows
122 Ramsey Ave,
Chambersburg, PA, 17202

Olcarr Bearing Co.
14286 Bainsbridge,
Livonia, MI, 48154
313-427-6807

Packard Farm
R.R. 9, box 514
Greenfield, Ind, 46140
317-462-3124

Patrician Industries,
22506 Port
St. Clair Shores, MI, 48082

Bill Peters Restorations
37 Dekoven Ct.
Brooklyn, NY, 11230
212-434-7721

James Ragsdale,
134 James St.
Morristown, NJ, 07960
201-539-5307

Rick's Antique Auto Parts
P.O. Box 662
Shawnee Mission, KS, 66201

Linda Seebach, PAC
306 N. Plum
Northfield, MN, 55057

Small World Press
306 N. Plum
Northfield, MN, 55057

Metro Moulded Parts
P.O. Box 33098
Minneapolis, MN, 55433

Becky Milner
4604 Idaho
Vancouver, Wash, 98661
206-694-9519

J. Newfield
P.O. Box 732
Clark, NJ, 07066

Don Oakes
1084 Hidden Valley Rd.
Kitchener, Ontario, N2G 3W5

Packard Craft
3609 Mountain View
Pasaden, CA, 91107

P.A.C. Projects
P.O. Box 2808
Bar Harbor, Maine, 04609
207-288-3864

Penn Ball Bearing Co.
3511 N. American St.
Philadelphia, PA. 19140
215-423-3105

Pulfer & Williams
Robbins Rd, RFD 1
Rindge, NJ, 03461
603-899-5659

Reynolds Head & Black Repair
2632 E. 13th Place,
Tulsa, OK, 74104
918-936-1484 (home)
918-932-2678 (shop)
Rhode Island Wiring Service
P o Box 398
West Kingston, RI, 02892
401-789-1955

Henry Seitz
38112 St. Mary
Mt. Clemens, MI, 48043
313-286-5824

Lynn Steele
Rt 1, box 71-W
Denver, NC, 28037
704-483-5932

(over)

Richard Steiner
21350 Hawthorne Bld.
Terrence, CA, 90503
213-371-2444

Felita Terrill
St 2, box 61
Delton, TX, 76444
817-893-2610

Glen Vaughn
2137 Walgrove,
Los Angeles, CA, 90066

Paul Wiesman
48-B Appleton Rd.
Auburn, MA, 01501
617-832-3081

Wheel Repair Service,
317 Southbridge St. (Rte 12)
Auburn, MA, 01501
617-799-6551

Professional Steering Wheel Serv.
906 Buena Rosa Ct.
Fallbrook, CA, 92028
714-728-1489

Stitt Upholstery
Pool Forge Rd & Rt 23
Churchtown, PA, 17555
215-445-6821

J.C. Taylor Agency
8701 West Chester Pike
Upper Darby, PA, 19082
215-853-1300

R.E. Turnquist
Box 56M
Morristown, NJ, 07960

J.C. Whitney Co,
1916 Archer, P.O. Box 8410
Chicago, Ill, 60680

Bob Rich
1024 W. 15th St.
Wichita, KS, 67203
316-267-1669 ev/WE

Classic Car Club of America
Delaware Valley Region
918 Maple St.
Conshohocken, PA, 19428

Porcelain Patch & Glaze Co.
966 86th Ave.
Oakland, CA, 94621
415-635-2188

Joe Perna
4900 Ilchester Rd.
Ellicott City, MD, 21043
301-744-9110 days

NEW MEMBERS.

It has been suggested that a "new members" section be re-introduced. Sometimes entries may be short but all information depends on what is received first or second hand.

FRANK BOURKE- 1 Murrie St. Windang. 2503 1937-115 Sedan

Frank purchased his car from a Sydney member and it has a long history. The car was registered and in fair shape when Frank purchased it but he has commenced a restoration. Frank is also a member of the South Coast Vintage Car Club. He has a wife Sue and family. The President and Tech. Advisor met Frank while they were judging at the S.C.V.C.C. Concours. I would like to add that Frank and his family have come up from Windang for each event since joining the Club.

(new members, over).

NEW MEMBERS Cont'd.

TONY BARNES - 3/132 Kurraba Rd. Neutral Bay. 2089
Phone 90-5453 Home 1935 Std.8 Sedan

Tony has had this car for some 3 years and has decided to put it on the road. The car is in good condition and apparently requires little work to put it on the road.

LETTERS

Mr. Robert Bracht
Packard Automobile Club,
AUSTRALIA.

7th September '79

Dear Robert,

I received your letter regarding the Packard Book and Ashtrays and I wish to thank you.

I have sent a cheque to Kevin Andrews to cover the cost of the book.

I have commenced the restoration on my '39-110, coupe and have Tony Walker sorting out the mechanicals for me. He has been working now for over three weeks and is making good headway. Tony advised that I should order some motor parts from America and gave me names and phone numbers etc.

I was particularly pleased with the attention given to me by James Hill of Oklahoma. After I phoned my order through he despatched the goods the next day by air mail and I received them with a covering letter exactly 1 week later.

I have a copy of that letter and thought that you may like to use it for publication in the Packardian. I am sure fellow members will find it interesting and amusing.

Many thanks, I look forward to seeing you at Warwick Farm.

Regards,
Norm Lowe.
7 Rockley St.
Castlecrag.

STOP PRESS. STOP PRESS.

Invitation by the Studebaker Club of Aust. to attend their Christmas Party at Putney Park, Pellisier Rd. Putney, (near water) for Barbecue or picnic lunch. There will be a Santa for the children so bring along presents wrapped and labelled for own children.

Tues.morn. 28th August '79

Dear H.J.

This is the morning after you called. I got the two sets of bearings and timing chain off to you by air parcel post. They are being shipped in two separate small boxes - it was more efficient (by weight) to separate than that way.

My guess was pretty close on shipping cost. The total shipping was \$25.01 US\$. Your check for \$95 \$US will completely cover everything. I hope this takes care of your needs for your '39-110. If there is anything else I can do to help your Packard, please let me know. It is hobby for me too, so I don't mind a little effort to help someone else's Packard.

My herd includes a '39 Super-8, a '40 limo, two '41s. And now I am starting on a '41 airport limousine. I quietly tell people I am working on a little 8 door sedan and let them decide how to put eight doors around a sedan. It is really BIG! 25ft long with 4 full seats (and two jumps in the luggage area.) As far as we have been able to find, only one other airport limo, Packard that is built by Henny has survived. And we know of two lost-causes that will never move from their yard-grave. (Unfortunately, one of those lost causes is a "12" too!) It is going to take me several years for this one, but it will be worth it. It will be the biggest thing in the parking lot!

Back to business, I'll mention that I have nothing in chrome, trim, or sheet metal. My stock is entirely motor bearings, timing chains, fuel pump kits, some suspension parts (front end) and wheel and transmission bearings and seals. The best description is those parts that have to be replaced when the car moves again. Good luck with your '39 and Happy Packarding!

James Hill
box 547
Goodwell, OK, 73939
U.S.A.

PACKARD PATER.

John Williams (Epping) has just completed his degree - he is a B.A. with a Major in Maths. Congratulations, John plans to do his Honors this year but has taken a break to do some work on the engine of the '35. He also reports that the timber work on the car is almost finished.

PACKARD PATTEN

Ken Gilbert can tell you a funny story about another member who is studying to become a genius, Ken thinks it a great idea because the poor bloke can't tell the difference between sherry and scotch. And on the subject of drink - who was hungover at Warwick Farm?

John and Ruth Gilbert's 1937 looked smart at W.F. - it is going to the trimmers to be upholstered in navy blue leather with light blue felt headlining. Will look super when it is finished - another prizewinner in the Gilbert family?

Good to see Lloyd Bignell from Taree down for W.F. Seems the local car club hired a bus for a long weekend at Kings Cross but things were dull there so they came to W.F. instead.

Des and Marj Hogan are extending their house and are having great fun with the builders.

Merv Henwood from Orange was "international" at W.F. with his Hawaiian shirt and scottish cap - not to mention the badges!

Apparently Bill Beverley and family are off to the U.S.A. in April next year to attend the Carlyle Meet - Bill is excited about this and has promised us a story about their trip

We are happy to announce that our President, Ron Nyman has been re-elected as Vice President of the C.V.V. & T.M.C. This is an honour not only for Ron but also the Club and we congratulate him of his re-election.

Harvey and Carol Claypole received several trophies for their win and the gifts included a silver tray, coasters and crystal goblets and a very smart Guzzini picnic set in red, white and blue.

The Claypoles are receiving some strange mail lately - poor Harvey got the "don't-call-us-we'll-call-you" treatment from Cleo recently (seems they didn't want him as mate of the month) and Carol got a request from Margaret Fulton for her beaten chocolate cake with melting icing recipe to be included in her new cook book.

Barry Smith reports that he was working solidly for 10 weeks on the body and paintwork of his car - it was worth it Barry, the car looks superb.

A few helpful hints when it comes to checking your brakes:

1. Low pedal (hard)
Brakes need adjusting
2. Soft spongy pedal
Air in the lines, (check fluid level) bleed, refill, check whole system for leaks
3. Springy Pedal (not soft and not hard)
Flexible brake lines need renewing
4. Brake fluid running onto the floor inside the car.
Have the master cylinder reconditioned or replaced
5. Brake fluid leaking from master cylinder.
Same as in (4)
6. Brakes grabbing or pulling to one side.
Many causes, have them checked by an expert.
7. Brakes squeal
Generally dust in the drums or type of lining.
8. Brake fluid leaking from the drums or disc units.
Have wheel cylinders reconditioned or replaced.
9. Loss of brake fluid other than above.
10. DO have all linings checked for wear every 5000 miles.
Also pays to have the system checked for leaks at this time.

Packard enthusiasts will be aware that:

Packard cars are not manufactured on a year model basis. In other words, a Packard car may not be properly described as a "1930" or as any other year model car. New model Packard cars may be introduced at any time during a calendar year, and continued through that year and succeeding calendar years.

PACKARD PATTEN

Jack Miller has asked for some technical advice - he would like to know about modern components which could be used in older models. Please write to the Editor so all members can benefit.

Spoke to Neil Godfrey recently when he called to order a copy of the Packard Book. He is now living at Strathfield and is enjoying driving his 1938 "6" (bought from Parramatta). Neil is originally from Lismore and reports that his family had a 1929 Packard Tourer for some time - the car is now in the U.S.A.

SPARE PARTS.

We have a special request to members who seek technical advice from Tony Walker. This request is made in an attempt to make life a little easier for Tony who is under constant pressure to write letters.

Please type or write your letters on a question and answer basis for example -

QUESTION.ANSWER

Where is the engine of the car? At the front!

Does the overdrive work in reverse

No

Perhaps you will have questions of a more technical basis to ask Tony but if you follow this request it will make life easier for T. Could you please send a self stamped, self addressed envelope too Thank you.

For Sydney members who would like to do something different, and support a worthy cause at the same time, mark Saturday 3rd November in your diary. That is the date for the Gala Market Day at Old Government House, Parramatta.

And what a day it will be - there will be a diversity of stalls, including white elephant, jams and jellies, cakes and biscuits, sweets, second hand books and records, soft goods, a garden stall, chrissy decorations and presents

No car parts are expected but you never know what you might find on the white elephant stall!

There will be Cobb and Co coach rides for the children and jumping castle and lucky dips. So mark the date in your diary and come along - you will see one of our well known Sydney members modelling aprons on the soft goods stall!!!

275 Stoney Creek Rd.
Kingsgrove. 2208.
2.10.79

LETTER FROM RENEE BARLOW

The Editor

Dear Robert,

I would like to take this opportunity to express through the magazine, my thanks to Barbara and Ken Townsend for their thoughtfulness to me during the past weekend. Barbara had invited me to accompany them to Dubbo for the Rally, and the whole weekend was a very happy affair, from departure time at Penrith Hill on Friday until Monday afternoon when we arrived back there at 4.30pm.

Carol and Harvey Claypole and Tony Walker motored to Orange and Dubbo with us in their impeccable Packards; the hospitality shown to us at Dubbo by the local car club members, and other visitors from Orange and Molong took its toll on most of us - jokes and pavlovas aside!

The delightful company of these fellow members (Packardians) and the quality of their friendship has certainly helped me to cope during the past eleven months.

Please accept my sincere appreciation folks,

From Renee Barlow,
Associate Member.

WENTWORTH RALLY -- DUBBO - 8 HOUR HOLIDAY WEEKEND.

3 Packards from Sydney attended, Tony Walker in Jack Hochstadt's '30 model sedan, Harvey, Carol and Mark Claypole in Harveys '38 - 120 (Grand Champion, Warwick Farm) Ken and Barbara Townsend also Renee Barlow in Barb's '41-120. We all left Friday 1pm and stayed the night at Hotel Canoblas, Orange, after visiting Merv Henwood at Orange. Ron Nyman and John Rumsey (Club plate Officer, D.M.T.) in John's Falcon for dinner, and after dinner they went off back to Merv's place to stay the night

Saturday Morning we all set out for Dubbo, including Merv. in his '30 Pontiac. Merv. returned to Orange on Saturday night and returned to Dubbo on Sunday in his '47 Packard to rejoin the Rally. We all had a great time day and night during our stay at Dubbo and Wellington. Harvey took out the Committee's choice prize and Tony, best Vintage. They were the only two prizes, presented on the Sunday night.

We split up somewhat to come home on Monday at various times and various routes, arriving home all tired, but all happy with our great weekend Rally. Thanks to the Dubbo club and all the other friendly rally entrants.

Ken Townsend.

WANTED.

6th series car - perhaps incomplete mechanicals and jewellery but reasonable body.

or Exchange

full set of 6th Series Standard Eight mechanicals, motor in excellent running order, 6 wire wheels restored, black enamelled side mounts, sundry other parts too numerous to list for later Packard (or consider other make.)

Bob Stutchbery, 94 Townsend St. Mortlake. 3272

WANTED.

1 Hub cap to suit 1940 110

1 1940 110/120 Owners Manual

Please contact - Russell Kerr. P.O. Box 24. Monbulk 3793.
Phone 756.6071

WANTED.

for 1939 1700 Packard 6 cyl Econo Drive

1 solenoid for overdrive

1 kick down switch

1 relay unit.

Please contact - Norm. Lowe, 7 Rockley St. Castlecrag.
Phone home - 95.6134 - business 358.3022

FOR SALE.

120 '8'; engine block, head, manifolds, water pumps, fan, water distribution tube, pressure plate, bell housing, con rods, timing chain, oil filter tube, starter motor, generator, distributors - both auto lite and delco, fuel pump. Two fuel pumps for 1937 to 47 six. Oil pump for 1950 288 engine. Complete set of spare wheel covers to suit 1938/39.

Please contact - Dick Rowe, 27 Ragless Circuit, Kambah, A.C.T 2902
Phone - 319317.

FOR SALE.

'55 Clipper deluxe, engine/trans good order, 5 near new steel radials, interior good, radio/sterio. Airconditioning 90% installed - used as only means of transport for last 2 years - have bought citroen - need shed room.

Please contact - John Mackie, Hillston. 069.6711 (M) 241.

ATTENTION - FOR SALE The Club Car Badges are now in stock - \$25.00 each - please apply with remittance to Ken or Helen Gilbert - see front page for their address. Please send extra \$1.00 for postage and packing.

VICTORIAN NEWS by Bill Doyle.

I must apologise for no news from the Victorian Region in the last Packardian as it had to be with the editor by the 1st July, but as we were shifting house in the last week of June, I found it increasingly impossible to achieve.

A word of advice on moving a half restored car still in many pieces. Don't!

Even though the body was back from the panel beater, sitting on a rebuilt chassis and as the move came closer a lot had to be done before it could be taken from Melbourne to Seymour, starting a chain of events as follows. The body had to be bolted onto the chassis, panels under the front mudguards were bolted back onto the body. Doors though still needing mechanisms were hung back on the hinges, locks replaced, boot lid, bonnet together with locks. The best place for seats was back where they belong, so in they went. Bits and pieces were loaded both in the boot and inside. Plastic put over everything for the protection from the rain. With the Packard ready to move I then had to pack all the surplus items, tools, spares, paint etc. which seemed to fill my Melbourne garage.

Fortunately we have two horse floats, so they were taken to Melbourne from the farm, both were filled to capacity and taken back to Seymour. At last the garage was empty.

The floats could not be unloaded because the concreter who was to lay the floor in my new garage was caught in Sydney by a petrol strike. So, with less than a week left, a new concreter was found and the floor layed.

The day before the shift I went to pick-up a large car trailer I usually use, but alas, it's wheels were off and new springs and shackles were being fitted. I was told it would be off the road for a week.

A quick phone call to Ivan Kerr then off to the hills to pickup Russells trailer, back to Melbourne, load the Packard on then take it to the farm, where it had to sit for a couple of days in the weather waiting for the concrete to dry.

The old girl now sits in the large garage surrounded by furniture and parts of the house I am building.

(over)

There she will sit at least until Xmas while I build and await electricity to come through so I can run my compressor as the next step in the restoration is to paint.

Bill Doyle.

The Second Annual Dinner organised by the Victorian Region was held again this year at Smaka Fitzgibbons restaurant. Those members and their friends who went were entertained by a floor show and danced to Smaka's dixieland jazz band.

There are 70 members in the Victorian Region, yet only 13 turned up and with their guests we only had 61 attend. 80 were needed to cover costs, so ticket sales only totaled \$824 leaving a deficit of \$266. One would think that when a club goes to the trouble to put on an Annual function for its members a reasonable number would care to come along, but so few bothered to turn up.

I know a number of members are country people, and it could be difficult, but what about those who live in and around Melbourne. We managed to get there from Seymour, as did Arthur and Peg James from Shepparton, who regularly attend the various runs throughout the year.

By attending runs it is surprising what bits of information, hints and contacts are picked up from general conversation. Some of my increased knowledge of Packards has been gained from such events. It is obvious some people are in the club for what they can get out of it so I would like to repeat a say from the last issue of the Packardian "It's not what the club can do for you, it's what you can do for the club."

Bill Doyle.

On Saturday the 21st July there was a run to Monsolvat artist colony at Eltham. Although the day was windy and showery it did not prevent us from doing a bit of exploring.

Those who attended were Arthur and Peg James in their 1948 sedan, Jack and Beryl Miller 1957, Gary and Muriel Rogers 1938. In modern cars were Ian and Helen Royal, Bill and Jean Doyle and friends, Allan and Val Clencie. Jeff O'Shaunessy was there for a short time/ Lower Eltham Park, where we lunched then off to the colony.

Monsalvat was built by an artist and his band of followers way out in the bush at Eltham in the 1920's and 30's. Today it is surrounded by houses.

The materials used were large trees, mud bricks along with bits and pieces picked up from around the place resulting in buildings of different shapes and sizes.

The centre of attraction is the main hall which is based on an English mediæval design with stone floor, exposed beams, large leadlight windows and handcarved furniture.

We wandered throughout this building into little nooks and crannies in which were exhibited paintings as well as silver and copperware.

Closeby is a little chapel which was started many years ago, then left to become a home for pigeons. On this visit I noticed work has commenced once again and will soon be completed.

After having been through, Jack Miller took us in convoy to see some mudbrick houses he knew of. After a walk in the rain and finding nobody home we all went our various ways home. Arthur and Peg James followed us out to the highway by some back roads I knew of and after asking directions we found the Hume and home.

Bill Doyle.

I have just received detailed information on Alcoholic Fuels for Australian Farmers, something I am looking into. It could be the Packard will go on runs with a tank full of grog, and glovebox full of straw.

Bill

EXTRACT OF CLUB PROJECTS - Taken from the Cormorant News Bulletin.

Leather Keycase - with embossed Packard Crest \$2.50

Button - "Happiness is Owning a Packard" \$2.00

Bolo Tie - "Happiness is Owning a Packard." \$2.50

Add 50 cents for postage.

Minnesota Packards - Box 19119; Diamond Lake Station. Minneapolis
Minnesota. 55419Fuse Kits - A glove box accessory from about 1940 on
5 fuses, mounted on a card. \$2.50

Add 50 cents for postage.

Packards Virginia, 12711 Carisbad Court. Hemdon, Virginia. 220701946-1950 Shop Manual - Covering 1946 to '47 (and some 1941-'42)
Clipper and all 1948-'50 models \$20.00

Add \$1.00 for postage.

Land of Lincoln Packards - Box 2808. Bar Harbor, Maine. 04609Packard Stationery - 100 sheets (no envelopes) \$5.00

Price includes postage.

Great Plains Packards, 1639 South Fern. Wichita, Kansas, 67213

Buttons - "I like Packards" \$1.00

Bumper Stickers - I'd rather be driving a Packard \$1.00

Add 50 cents for Postage and Handling.

Mid Atlantic Packards, Box 2808. Bar Harbor Maine, 04609Scotchlite Decals - Packard part number PA 465691. These Scotchlite
decals are 2" red hexagons intended for a placement over the red
hexagon found on many Packard hubcaps, post war. They are reflect-
ive and are a reproduction of an original Packard accessory.

Set of four - \$3.00 plus 15c postage.

P.A.C. Projects. Post Office Box 2808, Bar Harbor, Maine. 04609Caution Decal - for use on all 1955 and 1956 Packards with factory
air conditioning. This is an exact reproduction of Packard part
number 465561. Placement is on driver's side of radiator top
splasher. \$3.00 plus 15c postage.P.A.C. Projects P.O., Box 2808. Bar Harbor. Maine 04609Valve Cover Decal - Decal for V-8 Clipper valve cover. Part
number 440896. \$6.00 per pair.P.A.C. Projects. P.O. Box 2808. Bar Harbor. Maine 04609