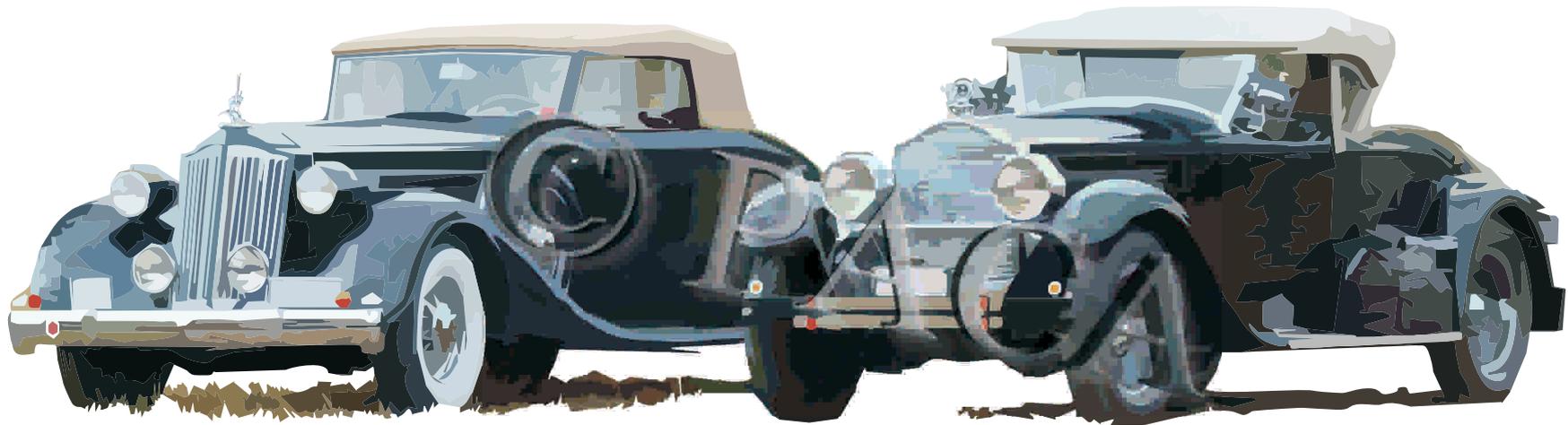


# PACA 2009



Southern Highlands National Rally  
Mittagong, NSW

# PACA 13th National Rally



Cover: Cover design and artwork by Jeff Clarkson for PACA.

Frontispiece (Overleaf): Logo piece for the PACA 13th National Rally.  
Piece designed by Maryan Heffernan in cooperation with the Packard  
Club of Australia (PACA) Rally Committee members.



PACA 2009

Southern Highlands National Rally

Mittagong NSW



Published by NW Promotions  
www.NWPromotions.com.au

© PACA  
Text and photographs © PACA 2009

## Sponsors

Our thanks go out to our sponsors for their contributions to the Southern Highlands National Rally.

Antique Tyres Pty Ltd (Ingleburn)

Avon

Berrima District Rescue Squad

Camden Girl Guides

Flash Lube

Ingleburn Village Mowers and Power Tools Pty Ltd

Permanent Painted Coatings

Maguires

NW Promotions (8003 5554)

Primal Grafix

Shannons

Studio Valentine Photographers (4946 9922)

Tourism Southern Highlands

## Acknowledgements

### Southern Highlands 2009 Rally Committee

**Rally Director**

Jeff Clarkson

**Tour Directors**

Barry & Pam Brown, Veronique & David McCredie, Noel Shorter, Mal & Kath Harris, Margaret & Jeff Clarkson

**Treasurer**

Wade Hawker

**Merchandise**

Gina Hawker

**Advertising**

Mal Harris and Gina Hawker

**Swap-meet Coordinator**

Noel Shorter

**Discussion Coordinators**

Peter Toet, Rosemary Walker

**Master of Ceremony**

Michael Keyte



## Other Contributors

John & Annet Forsyth, Fred and Pam Dosser, David Flack. Sincere thanks to those Rally Committee members who have so generously donated rally prizes.

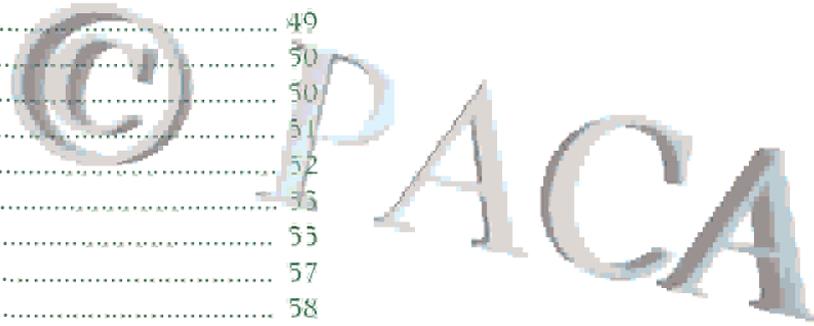
## CONTENTS

President's Welcome .....	1
Rally Director's Welcome .....	2
1919 Packard Twin Six Third Series .....	3
1922 1st Series Sport Tourer .....	5
1928 Packard 526 Phaeton .....	6
1926 426 Sedan (Mr. P) .....	15
1927 Roadster .....	7
1929 640 Custom Roadster .....	8
1929 640 Roadster .....	16
1928 443 Runabout .....	9
1929 655 Standard Eight Roadster .....	11
1930 Pierce Arrow Sedan .....	13
1930 755 Dual Cowl Sport Phaeton .....	14
1930 740 Roadster .....	17
1931 840 Deluxe 8 Roadster .....	18
1933 1004 5 Passenger Coupe .....	19
1933 1004 5 Passenger Coupe .....	20
1934 1102 7 Passenger Sedan .....	21
1934 1101 Victoria Coupe .....	22
1934 Cadillac V8 Sedan .....	23
1935 12th Series Sedan .....	24
1935 120 Sedan .....	25
1936 Super 8 Dietrich Convertible Victoria .....	26
1935 Senior 1200 5 Passenger Town Car .....	27
1936 120B Deitrich Bodied .....	29
1937 115C Roadster .....	31
1937 120 Touring Sedan .....	32
1937 120 Sedan .....	33
1937 120 .....	34
1937 115C Convertible Coupe .....	35
1937 Super Eight Club Sedan .....	37



## CONTENTS (Continued)

1938 1601 Eight Sedan .....	38
1938 Six with "Richards" Australian Body .....	39
1938 Six Opera Coupe .....	40
1938 1601 Touring Sedan .....	41
1938 110 Sedan .....	42
1939 110 Sedan .....	43
1939 120 Deluxe Sedan .....	44
1939 120 1701 Sedan .....	45
1939 1700 Series Sedan .....	46
1939 1703 Super 8 Sedan .....	47
1939 120 .....	49
1939 115C Coupe .....	50
1939 Convertible Coupe .....	50
1940 110 Sedan .....	51
1940 110 Convertible Coupe .....	52
1940 110 Coupe .....	55
1941 120 1495 Club Coupe .....	55
1946 Clipper .....	57
1948 Model 2201 Sedan .....	58
1951 200 Sedan .....	59
1951 200 2462 Deluxe Sedan .....	61
1952 200 2562 Deluxe Sedan .....	62
1954 Convertible .....	63
1954 Clipper .....	65
1955 Clipper Deluxe .....	66
1955 Caribbean .....	67
1956 Patrician .....	68
1956 400 Coupe .....	69
1956 Patrician .....	71
PPC Advertisement .....	73



## PRESIDENT'S WELCOME

A sincere welcome to all participating in our 13th National Rally being held in the picturesque Southern Highlands region of NSW. On this Rally we are fortunate to also have a number of overseas visitors from the UK, US and New Zealand.

To these visitors I extend a very warm welcome on behalf of the Packard Automobile Club of Australia and I am sure that you will come away from this event with fond memories of your time spent in Australia.

To those members travelling from interstate, "onya mate". I am also sure that we will all enjoy our time together catching up with each other, enjoying the company, activities and of course the cars.

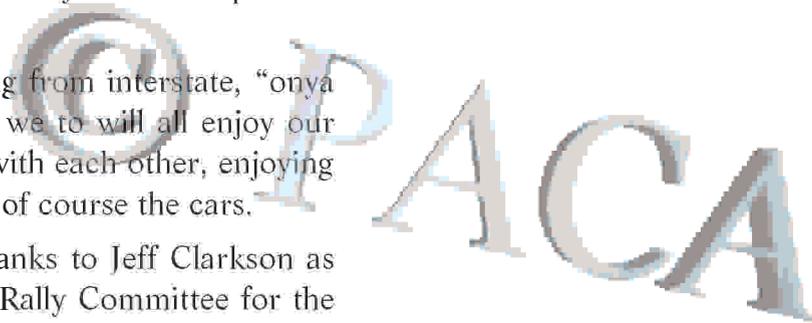
My congratulations and thanks to Jeff Clarkson as the Rally Director and the Rally Committee for the time and effort they have put into organising this event. I am sure that this effort will translate into a very successful National Rally.

Almost two years of planning has gone into this event commencing soon after the Toowoomba Rally with a number of Committee members who were also involved in that event. We have also been

fortunate in having new committee members coming on board who have contributed greatly with fresh ideas and enthusiasm.

I am very confident that this our 13th National Rally will be enjoyed by all and again welcome and have a great time. I look forward to meeting up with you during our week together.

Michael Keyte



## RALLY DIRECTOR'S WELCOME

It is my honour to welcome my fellow car lovers to the 13th National Rally held by PACA from 22 to 28 March 2009. I have been fortunate to work with a group of enthusiastic and dedicated supporters who, without their efforts this Rally would not have eventuated.

The Committee's first duty was to locate the Rally far enough from Sydney to avoid heavy traffic but close enough to fulfil our commitments. So we agreed on the Southern Highlands for the Rally's course. We also considered the feedback from previous rallies that people did not wish to travel very long distances.

The Southern Highlands offers a great deal of Australian history, interesting locations and beautiful scenery. You will have a lot of free time, so look through the tourism information in your Rally Bag for details on attractions in the area. I can recommend, in Robertson, their famous Pie Shop, and the Cheese factory. For those train enthusiasts, you can visit the nearby Robertson Station and, further out, the Thirlmere Rail Heritage Centre. There is also the Australian Motorlife Museum, which I am yet to see.

For shoppers there are an incredible number of Antique stores in Mittagong and the surrounding

areas. Just consult your visitor's guide or ask any of the Rally Committee members.

I am sure you'll have many opportunities to enjoy the Southern Highlands and I hope you find the Rally interesting as well as a great holiday. After all, I believe our Packards were meant to make driving enjoyable by having a good time rather than making good time.

Jeff Clarkson

The logo for the Pacific Australia Car Club (PACA) is displayed in a large, light blue, serif font. The letters are slightly shadowed, giving them a three-dimensional appearance. The logo is positioned to the right of the main text, partially overlapping the 'PACA' text in the paragraph above.

44

Will & Margaret  
Kirkby

1919 Twin Six Third Series



I bought this car which is a 1919 Third Series Twin Six, in 1985 from Bradley Skinner in Oklahoma US after Barry Smith from Tamworth showed me a photo of the car, incidentally Barry was then in the process of restoring a First Series Twin Six that he had imported a little earlier. He finished the restoration and I might add did a wonderful job on it, I understand that he subsequently sold the car. Anyway back to the Third Series I purchased the car from Brad and had it shipped to Brisbane. It was pretty complete only missing the robe rail and tail light which we had to chase down.

We started work on the car and Vic Marsh from Alstonville did the body and did a great job but he promptly retired and said he had done enough cars as this was about number thirty.

I had a friend who helped to do the chassis and mechanicals but it took years. The upholstery was done in Ballina and took six hides for the interior. We did the engine but did a very poor job and I had my friend Arthur Lewis from Brisbane redo the engine, it now runs like a clock.

The car sat around for years with me doing little bits and pieces. Then towards the end of last year I bit the bullet and sent the car to my friends Dave and Barry Ford at Stanthorpe to finish it. I knew they did beautiful work because in the interim they had done a full restoration on a Vauxhall 30/98 which took 8 years to complete.

The car is now running very well although we are having a bit of a problem with overheating but I think we are getting on top of it. We also have a noisy gearbox but we are waiting

to see if the noise will wear in as there are a couple of teeth that are damaged on the idler gear and we would need to remake all of the gears in the box. We will see how it goes on the rally and go from there.



44  
**Will & Margaret  
Kirkby**

26  
Don & Jenny  
Carr



Our car is a 1930 Packard 740 division window limousine currently under restoration.

This car belongs to David McCredie who bought it in very derelict condition in 1975 and restored it over a 10 year period completing it in time for the Packard rally to Mildura in 1985. It has been on many long distance rallies since then and has always been the oldest Packard.

The car has not been upgraded and is essentially restored to original condition and runs remarkably well for such an old car. Hopefully it will continue to do soon the run across to Mittagong its shortest national rally.

It has a 6 cylinder engine of about 4.5 litres capacity. Nothing is known of its history except that it was found by Barry Smith in north western NSW around 1970. The wheels are Rudge Whitworth splined hub centre locking. The brakes are contracting bands on the rear wheels only.

The Sport models are fairly rare and have a very different body to the 5 & 7 passenger tourers of the same year.

Paul purchased this car as a wreck in 1991, with little of the original car remaining from the firewall back. It was restored over a 7 year period after several trips to the U.S.A. to purchase parts. It has since covered about 11,000 trouble free miles. It won the vintage section at the Lismore National Rally in addition to the Gwen MacRae Trophy (Peoples Choice).

Jim has restored a 1928 533 seven passenger Sedan which shared 1st prize in the 1988 Bay to Birdwood, and later drove the car around Australia over a two year period, clocking up 50,000 kms with no major problems. He also restored a 1922 126 Tourer which won the Bay to Birdwood in 1990, and had a 1929 633 Roadster finished for the 1992 Bay to Birdwood which was in the final 10 Concours judging. He is currently building a replica of the Colonel Vincent 1928 Speedster.

1928 526 Phaeton



49

**Jim Ellis**  
**(driver)**

**Paul Tatterson**  
**(owner)**

52  
Hannah & Bron  
Robinson  
(Candor NY,  
USA)

1927 Roadster



Our 1927 Packard Roadster was purchased by the original owner from a dealer in New Hampshire in September of 1927. The car was completely restored in the early 1990's by Bob Dalrymple of Elmira, New York, and it remained in his extensive collection until after his death. We bought the car in November, 2006 from a dealer in Northern Pennsylvania, who had bought several cars from the Dalrymple estate.

This rumble-seat convertible roadster is great fun to drive, but we think the Packard is also a good investment. That's justification for the great times we've had on tours, meets and jaunts all over Central New York State!

ACA

This Packard was originally owned by George Court Ltd. a Merchandiser of quality Clothing and Household Goods of Auckland, New Zealand.

An Undertaking establishment converted it to a hearse late 1930's.

The present owner purchased the vehicle 1970 and rebuilt it to its original body style.

The Packard has attended Rallies throughout New Zealand and participated in the 1988 Australian Bi-Centennial Rally.

## 1929 640 Custom Roadster



1929-640 CUSTOM 640  
SPORTS ROADSTER  
BRYAN BELCHER

36

**Bryan & Dorothy  
Belcher  
(Auckland,  
New Zealand)**

48  
John & Joan  
McKenzie

1928 443 Runabout



This is a Factory Custom with optional rear mounted spare. The early history is sketchy. The car was first registered to a Mr. C.D. Timms in Hawthorn road Caulfield in June 1928. It had a couple more owners – one being a lady (name unknown) before coming to Lake Boga.

The car was taken to Lake Boga by a man who was in charge of mechanical / engineering works and was stationed at the Catalina Flying Boat base at Lake Boga, in Victoria, during World War 2. It was loaned to some airmen on leave, who were away from home and did not have any form of transport but unfortunately, was involved in a fatal accident. It was later sold to a Swan Hill builder, as his private car and who used it until about 1950. He then gave the car to his son who married and drove it to Queensland on his honeymoon. It was then sold to a local mechanic who used it to get to work. He found it very heavy on fuel and decided it would make a good trailer – a common fate of vintage cars in those days.

My father (Alan McKenzie) told us that he was outside a grocery shop in Swan Hill soon after, in his Packard truck, and a stranger came across to him and said; “My neighbour has an old Packard and is going to make it into a wood trailer”. My father was horrified when he heard about the fate of the car – he visited the man straight away and offered to buy a trailer in exchange for the Packard and the deal was done! This happened in 1954 and as the car had been in the open for several years, the seat and hood had rotted. Dad brought it home and put it under cover and used it periodically until the mid 60’s when I became interested in vintage cars. Dad gave the Packard to me because he said

“If you want to work on vintage cars – just focus on a decent make” and so my life has never been the same since!! I tidied it up for the rally in Mildura in 1985 and used the car regularly and have now become fond of it.



**48**  
**John & Joan**  
**McKenzie**

12  
Veronique  
&  
David McCredie

1929 633 Standard Eight Roadster



The car was originally owned by a Mr. Barr the owner of the Comet Gold Mine in Marble Bar WA. Some time in the 1930's it was involved in a major smash that buckled the chassis and broke the crankcase. It was then abandoned to the rubbish tip at the mine. It lay there until discovery by a Packard enthusiast Karl Greatz in 1976. The hot dry climate had preserved the metal work reasonably well but the car had been stripped to little more than a bare shell. The next owner was Clem Ryan of Adelaide and the story of its recovery from Marble Bar to Adelaide is well told in the Third James Flood Book of Motoring. Clem purchased a 1929 633 sedan that had been cut down to a truck, as a parts car. He also purchased many parts from US. All of this was transported to Sydney in 1986 when I purchased it.

We purchased the car in 1986 in very incomplete and poor condition. It was totally rebuilt over a 16 year period with all mechanicals rebuilt, all woodwork replaced, all panels repaired and or replaced, resprayed and finally re-trimmed.

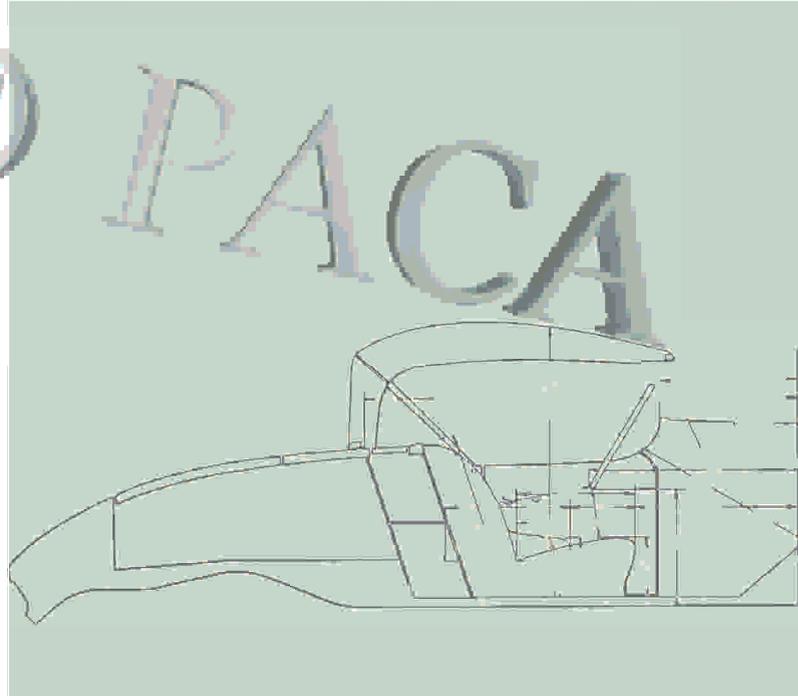
It would not have been possible to return this car to the road without many parts generously provided by various club members and 2 trips to the Hershey Swap meet in US.

It was most gratifying to finally get it on the road in 2003.

Since then it has completed the rallies to Echuca and Toowoomba but not without problems. The cylinder block cracked not long after the car was finished and had to be replaced with another one. Overheating and vaporisation remain a "pain" in hot weather.

The 1929 633 sedan that came with the Roadster as a parts car is now almost fully restored back to its original 7

passenger sedan. A few more months and it too would have been at Mittagong.



**12**  
**Veronique**  
**&**  
**David McCredie**

5  
Geoff & Anne  
Martin

1930 Pierce Arrow Sedan



With encouragement from Paul Tatterson we purchased this vehicle sight unseen at auction, over the phone. It wasn't until the transport truck arrived back in Adelaide that we got to see what we spent all that money on.

Four years later, with lots of paid professional help, the out of chassis total restoration was complete. It goes without saying that once you get behind the wheel with the open road in front of you, all the guilts you had about the money you spent on this project is soon forgotten.

After the great fun had by all especially driving to Toowoomba & home again we can't wait for Mittagong!

This will be our 5<sup>rd</sup> National Packard rally.

ACA

I purchased this car in 1998 at the Hershey Swap Meet in Pennsylvania. It was in very poor condition and required a complete ground up restoration. Little is known of its history except that in the early 1950's it was owned by a grader operator for the roads department in California. He had welded an "A" frame to the front of the car for towing behind the grader. At some time he heard that older Packards were being purchased by the Packard company for good prices as trade-ins. He went to a local dealer to be offered \$50.00 for the car which was refused. Robert Wenham, the next owner (to be) heard of the car and went in search of it. He got along well with the owner and subsequently took the car home for \$50.00.

Robert drove the car for a few years before deciding to restore it, and the car was completely dismantled. He then thought his shed was too small and pulled it down with the intention of rebuilding, which never took place and the Packard was left to sit dismantled and rusting in a paddock.

The car was then bought, reassembled and sold on at Hershey by a dealer where I purchased it. I restored it over a 3 years period commencing in 2001 and I have completed many enjoyable runs since getting it back on the road.

The car was originally sold by Earle C. Anthony dealership in Los Angeles.

## 1930 733 Dual Cowl Sport Phaeton



30

Paul Tatterson

13  
Bob & Yvonne  
Davis

1926 426 Sedan (Mr. P)



Mr P lay in a pig yard on the Eyre Peninsular for many years. He had been cut into a ute years before. His axles had been removed for trailers, the radiator sold for scrap, and his engine primer cups removed and connected in to water piping to use for pig squirters. His aluminium oil sump had been shattered by the jack used to remove the front axle. The bonnet had been blown away and water got in the engine through the primer cup holes. His doors had fallen off. Mr. P was not a happy car.

Then along came Jim Ellis who put him on a nice trailer and took him to Adelaide. Now, Jim Ellis had friends called Bob & Yvonne who were looking for a car just like Mr. P. After introductions and the appropriate period of courting, Mr. P accepted their proposal to come and live at their house. Bob & Yvonne were expecting a baby (to be called Kymberly) but, never the less set about to rectify poor Mr. P's ailments.

Kymberly was born and grew up in the environment of constant hammering and curses as fingers were stuck, things went wrong and new paint was chipped when it was not supposed to be.

In 1992 Mr. P was reborn. With new paint, new tyres and rebuilt everything, he undertook his first national rally and Bay to Birdwood in Adelaide. Subsequently, he became a favourite birthday car for growing daughter, wedding car for sister and close family friends and a true member of the family.

Mr. P won numerous trophies and did the family great honour. He is now retired (until next restoration) from competition but spends his life in a comfortable garage with

several Packard brothers.

---

We acquired the 1929 640 Roadster in early 2007 from the Clem Ryan collection. Clem had bought this car in Sydney many years ago as an original roadster and during his ownership he made various maintenance repairs on the car. Then it was stored for many years and a few members of the club were able to see it from time to time.

Clem loved this car and was very reluctant to part with it, but, time goes by and eventually we were able to bring it to its new home.

Despite years of storage, the motor started immediately (after the usual re commissioning exercise) and the car drives very well.

We removed the electric fuel pump, returning to the original vacuum tank and a couple of other “modern improvements” as the 640 does not need “modern improvements” (other than safety requirements) to be a very reliable and nice car to drive. On the open road it just eats up the miles in true Packard fashion.

---

1929 640 Roadster



**13**  
**Bob & Yvonne**  
**Davis**

13  
Bob & Yvonne  
Davis

1930 740 Roadster



This 740 roadster was restored many years ago for the late Jack Hochstadt. It was auctioned in the mid 1980's at a prestige car auction and was the cover car in the catalogue.

Clem Ryan purchased it and, after some limited use, he put it into storage with the rest of his collection.

In 2007, Bob and Yvonne Davis bought the Clem Ryan collection. Shortly after, we decided to drive this car to Bendigo swap meet and started off through the Adelaide hills.

What let us down was the electric fuel pump ( put in many years ago – presumably to be more reliable than the vacuum tank ). During this trip, a number of other areas of mechanical need were identified, so we decided to make a full mechanical refurbishment.

With complete rebuilt engine, gearbox, suspension, exhaust and brakes ( and back on the reliable vacuum tank ) we hope to have this work finished in time for the rally.”

This car was imported from USA about 12 years ago. It was very tired and rusty, with most wood rotted, but a totally original car.

Very little history is known of this car other than it came from a barn in Connecticut USA, where it was stored for 25 years and the previous owner told me that prior to that, it was stored in a shed at the rear of a church for a further 20 years. He was informed that its last owner, before being stored, ran a repair garage, where the car was used as a pick up tow vehicle. It was very tired and worn out car before it was retired.

Eight years of endless hours of restoration of basically every mechanical part, along with the whole body re-wooded with coachwood; rust cut from panels and replaced; upholstered and painted to complete what you see today.

The 1931 – 840 is based on a 140” wheel-base and was the last roadster that Packard built. It was during the depression and very few were built – only 154 in total and only a few original cars survive. This is the only one in Australia. The 840 is a very different car to the previous 6 & 7 series. It has a very different manifold and head that was only available on the 734 speedster. It has auto-vacuum controlled Bijur lubrication system and saw the last of the vacuum tank being the first model with a fuel pump.

What we have here is a wealthy man’s sports car of the 1930’s in America brought back to life for generations to come to enjoy and admire.

1931 840 Deluxe 8 Roadster



PACCA

43

Peter & Margaret  
Whelan

22

Nelson Taylor  
(Auckland, NZ)

1933 1004 5 Passenger Coupe



I purchased (2) 1937 Studebakers in the early 1970's, also purchased (2) 1929 Willys Whippet Roadsters early 1970's which I restored and sold in early 2002.

I purchased a 1958 Mercedes Benz 220S in the early 1980's which I sold in 2006. I purchased a 1939 Buick 8 in the early 1980's and sold it in 2006.

I purchased a 1929 Packard Golf Club Coupe 8 in 1994 and restored it to its present glory and still have it today. I then purchased a 1939 Packard 120 Sedan from Stan Everson which I sold in 2006 to purchase Barry Smith's 1933 Packard Coupe which I still have.

ACA

The oldest car I own is this 1933 Packard 1004 5 Passenger Coupe. I bought in New Jersey in 1990.

The Packard was sold in Philadelphia in October '34. It was Packard blue. It was restored in 1986 and '87 in North Carolina. There was a bullet hole in the front bumper, and I think it was well worn when it was restored.

I have driven it about 19,000 miles. The two longest trips were from Fullerton, a suburb of Los Angeles, to Death Valley, and From San Diego to Santa Rosa. It is still a high point car. The only other Packard just like it came from Canada and was owned by Barry Smith. Now Nelson Taylor of Auckland has it.

1933 1004 5 Passenger Coupe



27

**Robert Buchanan  
(California, USA)**

3  
John Lucas

1934 1102 7 Passenger Sedan



I believe this car was purchased by Sir Russell Grimwade, Chairman of DHA Laboratories and at one time the Lord Mayor of Melbourne.

I purchased the car in 1960 from George Thompson in Adelaide (car dealer) as an original 70,000 mile beautifully kept car. With the exception of some replacement of trim on the seats, the car is still original. The car has participated in the 2002 tour to Broken Hill, the Wentworth, Naracoorte and Portland runs, performing without fault.

Having had the car's suspension re-set recently I am now looking forward to driving from Adelaide to the Mittagong Rally.

© PACA

We called into visit Max Hood on the Central Coast in the early nineties and were shown some of the magnificent Packards he owned at the time. One of them being a 1934 Victoria Coupe which had just been completely restored. We were so impressed by the car that we suggested to Max that if the Packard ever became available for sale, we would be most interested. In 1996 the car came on the market and to our great pleasure we purchased the vehicle.

Since owning the Packard , the motor has been fully rebuilt and a few cosmetic changes have been made. We have enjoyed the many rallies which we have participated in and are looking forward to joining fellow Packard enthusiasts for the 2009 Southern Highlands 13th National Rally.

1934 1101 Victoria Coupe

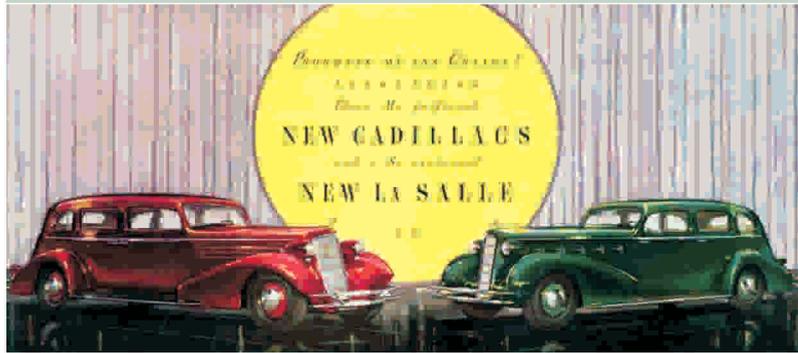


39  
David & Margaret  
Hayes

24

Alan Budgen  
(Auckland, NZ)

1934 Cadillac V8 Sedan



I purchased several cars in the early 1990's, 3 Essex's which I have since sold. I currently have a 1910 Hupmobile coupe, a 1922 Cadillac V8 alloy body car in original condition, a 1934 Cadillac V8 sedan in restored condition, and a 1933 Cadillac V12 sedan under restoration. I also have a restored Aerial Square 4 motor bike and a side car.



During our years with the Packard automobile Club we have attended all the national rallies and our 1935 has been on five of them of the 20th Anniversary rally to Mildura in 1985 and national rallies to Adelaide in 1992, Orange in 1997, Lismore in 1999 and Echuca in 2005.

As well as those, we have taken it to many local Sydney runs and it has proved to be a great car to enjoy.

1935 12th Series Sedan



31  
Kevin & Barbara  
Andrews

8  
David & Carole  
Lidgerwood

1935 120 Sedan



Originally a Melbourne car it was acquired by Keith Lidgerwood in the early sixties and used in Melbourne until a severe electrical fire put it off the road. De-registered, it was then used as a farm hack at Devenish in Victoria in the late sixties.

It was parked in 1969 until we purchased it in 1991. A complete ground-up restoration was commenced in 1991 and completed in 1999. We call her the "Poverty Pack".

We successfully completed the 2001 Federation Rally to Canberra and the 10th National Packard rally to Broken Hill in 2002.

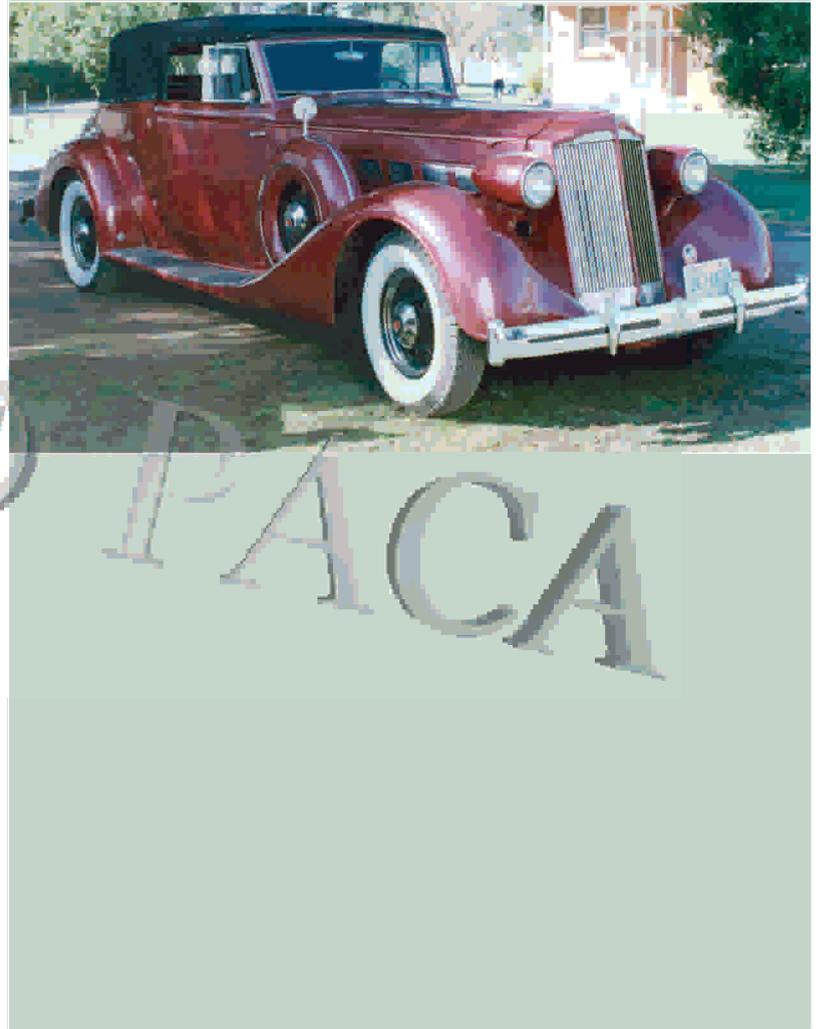
We are now looking forward to the 13th National Packard rally to Mittagong in NSW.

ACA

My 1936 Super 8, Convertible Victoria Packard, is a rare car even when it was new. This car has a factory Dietrich body supplied through Packard in Detroit, Michigan.

I purchased this car in 1992, from Mr Tom Crooks, in Tacoma, Washington, U.S.A. It originally came from Billings, in Montana. Both Mr Art Linkletter, famous for his child interviews on "The Art Linkletter Show", which was seen here, on Australian television and in the U.S.A. in the 1960's, and the former U.S. President, Mr Ronald Reagan, travelled in this car in parades. This car has never been restored, but has been repainted and reupholstered, a long time ago.

1936 Super 8 Dietrich Convertible Victoria



54  
John & Lee King

35  
Barry & Pam  
Brown

1935 Senior 1200 5 Passenger Town Car



My vehicle was a factory built right hand drive export for the Australian market.

Some time after its arrival it was purchased by a Mr. Douglas Lanceley M.D. of North Sydney Brick and Tile Company at St Leonards, the present site of the Royal North Shore hospital. Following his death it was purchased by Mr. Catt M.D. of Catt & Goldsmith Timber Co. at Strathfield. Mr Catt apparently developed sugar diabetes and had one leg amputated. His daughter Mrs Bennett then used the vehicle to travel to and from work in the city. Whilst it was in her custody and parked under the shade of a tree a branch fell through the roof causing sever internal damage.

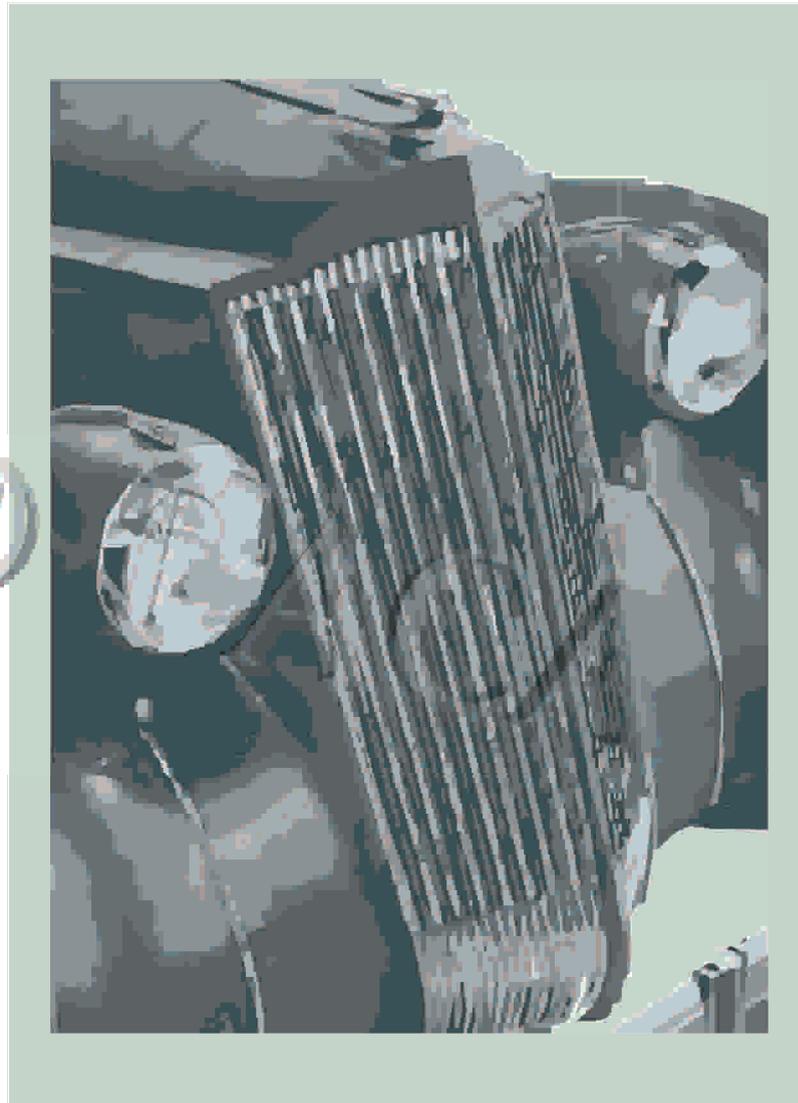
Mr Arther Davies of Carlton NSW obtained the vehicle next. He was a service station owner and mechanic. He was also a prominent dirt track motor cycle rider and travelled throughout the eastern states competing in various dirt track bike races. In 1972 he put it up on blocks, where it remained fro 27 years.

In 1999 Pam purchased it and gave it to me for my 60th. I then attended the Lismore rally and immediately had to carry out a number of repairs to get us home. At each rally it would develop some different ailment requiring immediate attention. The last straw occurred whilst enjoying a leisurely jaunt with other members of the Victorian Packard club, around Tasmania. The skirts of 3 pistons let go and dropped into the sump. It also blew a head gasket. Although battered and bruised it continued running, making a lot of funny noises until reaching Devonport where I drove it onto the "Spirit of Tasmania" ferry. Luckily for me this was one of the last regular services to Sydney. I then had

the engine fully reconditioned and in 2008 the interior was re-upholstered in Bedford cord.

I wonder what she will think of to do on this rally?

Rallies attended: 1996 Orange rally, 1999 Lismore Centenary rally, 2001 Federation rally, 2002 The Outback rally, 2005 Echuca Rich River run, 2007 Toowoomba top of the range rally, 2009 Mittagong Southern Highlands, 2010?



## 35 Barry & Pam Brown

# 51 Jack Miller

1936 120B Dietrich Bodied



The first person to own this car was Mr. Provan from Collingwood who owned a timber business as well as a farm down in Gippsland at Swan Ranch. In 1939 when war broke out the government confiscated all trucks and utilities or any commercial vehicle for the war effort. Mr. Provan's vehicle was taken and sent to the body builders, James Flood in Melbourne, where it was converted into a ute. It was used in this form for the rest of war as a commercial vehicle.

The next owner was Charlie McNamara who was a marine dealer. He used the Packard to collect empty beer bottles around Melbourne for the halfpenny a bottle. I think he hit every fence around Melbourne and its back alleys as the ute had numerous dents all over.

Charlie retired after a few years and put the ute in his shed and packed junk all around it. Many people wanted to buy it but he would not sell because he thought it would be made into a hot rod.

Smaka Fitzgibbons, my cousin, told me about the Packard. I had just finished restoring a 1949 Packard (pregnant elephant) and I took this to show Charlie who was so impressed that he sold me the Packard for \$450 knowing it would get restored. It took a mate and me a day and a half to get it out of the shed. Next day I put petrol in it and drove it from Abbotsford to North Coburg unregistered. The last registration when it was stored was 1957. I took it to Swan Hill when we moved there in 1983 where it was stored for a further 15 years.

I restored it in 2001, back to a ute rather than the original sedan body that was on it for only 3 years, much to Johnny

McKenzie's disgust. He reckoned I had ruined a good Packard. Since then it had done about 10,000 kms.

51  
Jack Miller



14  
Brian &  
Margaret Taylor  
(Napier, New  
Zealand)

1937 115C Roadster



This car was bought as a job lot. It had been stored in a container for about 15 years, the motor and all running gear had all been done. Most body parts were there but the rear of the body was missing. This has now all been redone in steel and painted cream as original.

The car was registered for road use in December 2007 in time for our 2008 Packard rally and Art Deco weekend in Napier.

This car has been restored to be used and we have done 4,500 miles in the last 12 months.

We also have a 1938 six cylinder Sedan painted in Pinewood Green which Wade and Gina Hawker will use next year for our "South Pacific Wild West Wonder" in February 2010.

© PACA

Brian & Margaret Taylor, Packard Club members from NZ ( we won't hold that against them) . Life of the party at the Art Deco Rally 2008. They will be driving the old faithful Hawker machine "Old Blue" owned by the Hawkers for the last 18 years .

"Old Blue", what a machine, has travelled many, many miles pursuant to Wade's "meant to be driven philosophy". Old Blue is believed to have been restored years ago by the apprentices at Ron Hodgson Motors (Ron Hodgson was a motor racer in the 50's/60's). The effects of time coupled with Wade's mechanical attentiveness have been relatively kind to this very well known Packard.

She's travelled far and wide to Packard events throughout the country and continues to be an ambassador for the Packard name.

1937 120 Touring Sedan



14  
**Brian & Margaret  
Taylor  
(Drivers)  
Wade & Gina  
Hawker  
(Owners)**

11  
Barry & Cheryl  
Smith

1937 120 Sedan



We purchased the vehicle in mid 2005 from the owner of many years in Townsville, Queensland. With assurance that all the motor was fully rebuilt, and more bravado than sense, I attempted to drive home, some 1200 kms. It was not too long before the reality hit, we had a very sick Packard. Truck transport saw her safely to Tamworth.

Now with a fully rebuilt motor, new brakes, new front suspension, we are ready to rally.

Despite earlier misgivings, the body on the '37 is very good, it has never been off the chassis and has no rust. Paint is reasonable, and while no concours entrant we reckon on a good fun driver.

Little is known of the cars history except the previous owner purchased it from Melbourne.

ACA

My grandfather had a 1935, 120 six wheel equipped Packard and from 1948 on I used to drive him about in it. The car had done about 250,000 miles when it was passed on to me. All these miles were on dust and bush roads. Time passed and being young with a busy job and a young family and little time to restore the old car I eventually sold it. As the years went by I regretted selling the old car so I started to look around for one.

I eventually found a 1937, 120 in Fred Dosser's shed. Fred had bought the car with a restoration project started but he had not had time to do anything with it. So I purchased it and proudly took it home but alas the work the earlier owner had done was very amateurish skilfully covered by paint.

The engine turned out to be a 1938 engine with a 1935 overdrive partially fitted.

So, it was a major body off full mechanical rebuild and a lot of body-work before final painting. Full interior etc. I was fortunate to have a good mechanic and friend Brian Wadley who with a lot of advice and assistance from the late Garry Rogers got the mechanical side right. We had a lot of assistance and advice from club members also and many thanks to Fred Dosser who was most helpful in finding bits and pieces.

We now hope to have many enjoyable and trouble free journeys ahead.

1937 120



## 10 John & Marg Mulligan

41  
David Flack  
(Texas, USA)

1937 115C Convertible Coupe



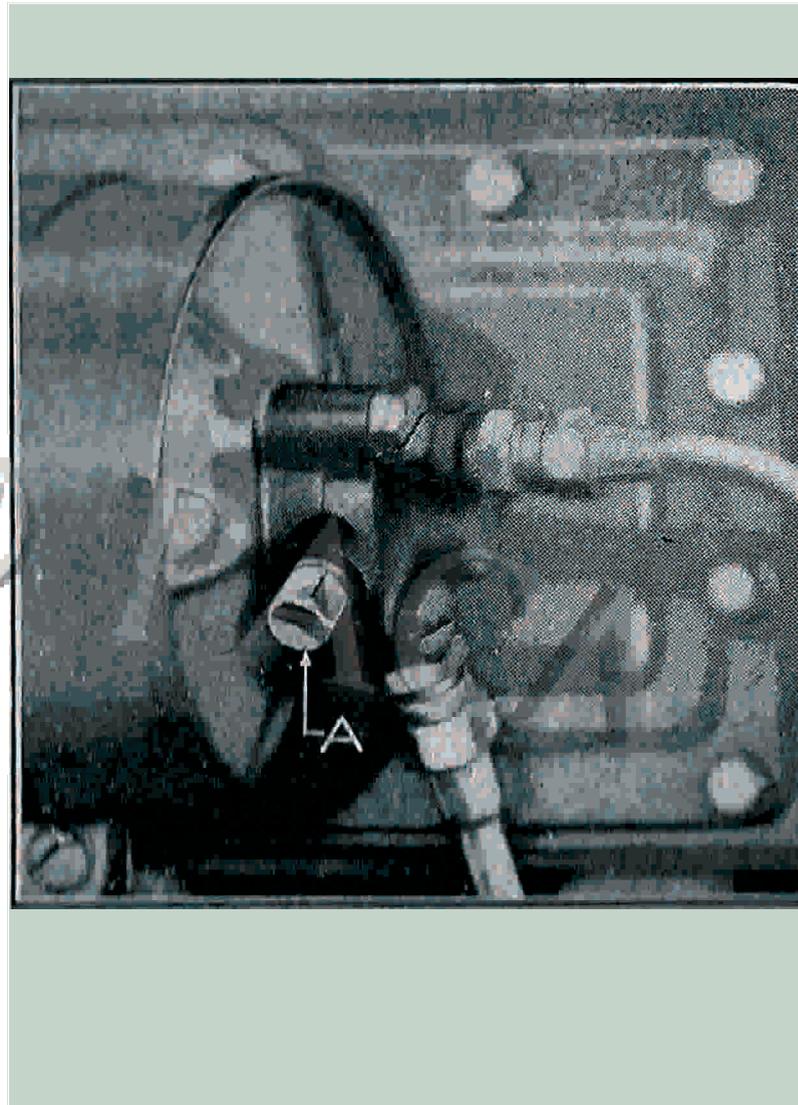
David Flack, known to his Packard friends as The Flackmaster, is returning to Australia for the 2009 Rally after inviting himself to accompany Noel Shorter, as well as commandeering Peter and Ann Toet's 1938 120 Richards body Sedan with the souped up 327 Thunderbolt and Overdrive. Peter has promised to fix the brakes by Rally time, otherwise one might think twice when seeing this car in the rear view mirror.

The Flackmaster has focused his Packarding on 1937 115c and 120's, having promised his wife Ember to limit his interest (but not numbers of cars) to one model year. The Flackmaster's first Packard was a 1936-120 Coupe, purchased in 1977 and sold twice since then, the last time hopefully for good. My 115c Conv.Coupe was acquired by my Dad in 1976 and has been in the family since then. The engine was replaced in 2002, however the car is mostly original and has never been apart for restoration. I probably will never sell this car, its too much fun to have around, and I didn't pay anything for it. Last summer, I loaned it to a Packardless friend who sprayed a fresh coat of paint on it, and it is currently with some Packard friends in East Texas. I am hoping it will return home about the time I do after this Rally.

My current project is a 37-120 Convertible Sedan purchased after shaming my friend Bob Wotkowski who had two of these cars that he didn't need both and had to sell me one. Of course, shortly after purchasing this car, I bought another one. Bob reminds me of this frequently, especially as I struggle to restore two cars at the same time. I offered to sell him back one when I finish, and he may

accept, if I am willing to take his in on trade. I'll think about it.

I am a veteran parts hunter, having trained in the mud of Hershey since the early 70's. I consider my parts hunting a separate and complementary interest to the Packard cars, however, both of these interests have a higher level of appreciation, that being the social aspect. I have made numerous longtime friends all over the world with this hobby, and see this trip as another milepost on this road of adventure.



**41**  
**David Flack**  
**(Texas, USA)**

20  
Wade & Gina  
Hawker

1937 Super Eight Club Sedan



Hawker's "Big Red", a 1937 Super Eight Club Sedan, bought with 28,000 miles on the clock, and in 2 years have ratcheted up an extra 11,000 miles. Great original vehicle except the addition of the vase and Wade's mechanical adjustments at "Wade's Shed".

"Mechanical adjustments" now there's a euphemism! What it really means is fixing over 40 years of mechanical degradation from sitting in a museum, with little use. Since that time, seals and other components have perished or failed after being subject to normal usage.

Some in the USA expressed alarm and consternation when, in Gina's photo of crossing the Hay Plain on a trip to Adelaide, they saw 70 mph indicated on the speedo!

Wade's "meant to be driven philosophy" explains the usage achieved while his obvious "lead Foot" explains the velocity attained.



This car was restored from a fair mess to its present condition over a period of 5 years in the early 1990's. It was purchased from the late Jim Robinson of Lismore.

1938 1601 Eight Sedan



© HACA

33  
Alan & Thelma  
Hoffmann

17  
Peter & Ann Toet

1938 Six with "Richards" Australian Body



This particular Packard was exhibited at the 1938 Adelaide Motor Show by Sporting Cars Limited. It was fitted with Tasma radio, Packard Clock, Deluxe steering wheel, Bonnet Mascot, wheel trims, Packard crested locking petrol cap and San-tex seat covers.

The car was sold as a demonstrator to a Wagga Wagga NSW doctor (Rego No CA 487). The car then went to Victoria and I purchased it for \$300 in 1972 from the third owner, with 80,000 miles on the speedo. The car now has 124,000 miles on the speedo and is very pleasant to drive.

I have retrofitted a Packard R6 overdrive to the vehicle, which allows for economical driving at Freeway speeds.



Bruce first became aware of this car in the 1990's when it was spotted by a friend on a Lightning Ridge run. After 2 years of negotiations Bruce was able to persuade the owner to sell and arrangements were made to collect the prize. Bruce and 2 mates set off with the appropriate trailers to make the retrieval but the trip had to be aborted as the North Western rivers were in flood. The owner was stranded in Forbes and the recovery team had to make a number of headlight deep water crossings.

The second trip was successful, although it rained enough to make the dirt roads a bit slippery.

Bruce has since restored the car with professional assistance over a 10 year period. The restoration was not without set backs, including the need to have the interior body restoration completely redone and the unfortunate loss of a considerable number of hard to replace parts.

Bruce persisted and completed the restoration to the highest standard with many new or custom machined parts sourced from the USA.

As a result Bruce is now the proud owner of this magnificent classic car.

1938 Six Opera Coupe



34  
Bruce & Marjie  
Duncan

28  
Peter Lewer  
&  
Annette Clarke

1938 Packard 1601 Touring Sedan



My Packard Eight rego. No 30716H has travelled 14500 miles since the restoration was finished in Nov. 2001. The first major rally we participated in was the Outback Rally in Sept-Oct 2002 from Adelaide to Broken Hill. Just getting to Adelaide from Sydney was a huge adventure in itself with water leaks and overheating an everyday occurrence and there are many photos of the bonnet up checking the water level.

Great rally - after we returned to Sydney from Broken Hill via Willcannia, Cobar, Dubbo, Orange I decided to renew the radiator core. The original honeycomb core had a small pin hole that only leaked when it got hot, so a larger capacity modern core was fitted. This has been fairly successful though I still drive the car by the temp. gauge the joys of 120 Packard engines.

For the coming rally to the Southern Highlands of N.S.W I have fitted an overdrive gearbox to help with the fuel economy, which brings the car up to 1939 specs. After travelling to our Queensland members Toowoomba National Rally in 2007 in the company of a 1939 120 the savings on fuel costs alone prompted me to make the effort to fit an overdrive. So take note of that Packard saying "ASK THE MAN WHO HAS ONE". Doing this was a big job and I offer many thanks to the members who passed on info to assist me with this job. Looking forward to seeing you all in Mittagong 2009.

I bought the car in original condition 6 years ago, after being in garage storage for many years. The interior has not been restored, the exterior, in Packard black was in need of a repaint.

The car had minimum rust and all panels solid and no dents. The motor was worn, but ran for 3 years, including the "Outback Rally". The motor has now been fully rebuilt, all other mechanicals are excellent, reflecting only 80,000 miles on the Speedo.

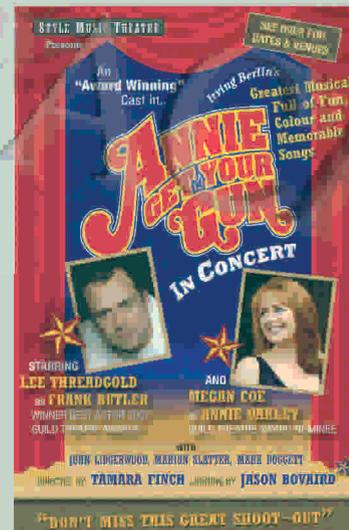
I chose the 2 tone body colour which I think suits the Packard well. It is a very pleasant car to drive.

1938 110 Sedan



45

John Lidgerwood



**18**  
**Tony & Miriam**  
**Brincat**

1939 110 Sedan



The Packard was purchased several years ago from Leopold near Geelong.

The fellow I purchased it from said that he bought the car from Portarlinton which was a garage find. He restored the mechanics and then decided to sell the Packard. The body & interior is original but drives well and the car gives my 1926 Limo a rest for the long trips.

One day I might restore the 39 when I have the time.

© P A C A

The car was fully restored from a derelict wreck 3 years ago.

I do not know much about its history. It came from a farm in Taree where it stood outside for many years. I purchased it in 1980.

With the help of Tony Walker, Neville and Les Fisher and recently Peter Toet, the car has come back to life and goes much like it did when it was first built.

It has won several awards, including the 30-40 section at the CMC Eastern Creek and PACA Concours in 2006. Equipped with overdrive and radio, including rare under running board antenna.

1939 120 Deluxe Sedan



40

Noel Shorter

32

Noel & Heather  
Jenner

1939 120 1701 Sedan



I bought my Packard at auction in Melbourne around 1975 in restored condition. I believe it was restored by the late Ron Noonan.

The car had also been owned by Peter Toet from Canberra and Noel Shorter from Sydney. Noel purchased it from the original owner.

We have travelled extensively in the car with no problems at all. It has covered about 80,000 mile while I have owned it and has attended most of the National rallies.

We are looking forward to another trouble free run to Mittagong.

ACA

The original owners were the 2 McCloud sisters (spinsters) who owned a millinery business situated in Newcastle. They purchased the car while they were holidaying in Adelaide in 1939. They took it back to Newcastle.

On their death the car was willed to the automotive engineer who serviced the car, this name is not known.

The third owner was Dennis Barnes a publican from Elderslie Road Branxton Newcastle who bought the car from the automotive engineer. He had it stored in a garage for many years.

The fourth owner was Mr. W. Williams of Warners Bay who bought it from Mr. Barnes in 1988 and decided to restore the car with new paintwork and upholstery. During the ten years of his ownership he bought many spare parts for it.

The fifth owner was Paul McKanna also of Warners Bay who bought it from his uncle Mr. Williams. Paul is an automotive engineer and he fitted new pistons, rings and overhauled some other mechanical components. He hired the car out occasionally for weddings to offset the cost of 5 years of ownership.

I purchased the car from Paul on 16/8/2003 and I enjoy being a member of PACA and the camaraderie derived from the club.

1939 1700 Series Sedan



47

Heather Moss

1939 Packard 1703 Super 8 Sedan



My first memory this Packard was when I was a child. My father (Alan McKenzie) bought it in Melbourne, after seeing an ad in the Age newspaper from Ron Touzeau who ran a motor garage in the city – near the old wool store – and lived in Balwyn. The car had a low mileage and had been beautifully kept. Mr. Touzeau was the first private owner and had first registered the car in 1952. Before that, it had been owned and used by an embassy – I think it might have been the American embassy based in Canberra but I have yet to establish how it got from Canberra to Melbourne.

I remember the day Dad bought the car home - it was almost dark and we could see him coming down the long drive to our farm. It looked very imposing with its dark blue duco and was glistening in the twilight.

We used it as our family car for many years but I have other memories of it. When I was in high school in the 1960's Dad would have to pick me up from school sometimes and I remember feeling so embarrassed and would quickly get into the car and hide down below the windows so I would not be seen, because all my friend's parents had more modern cars. However I no longer view the car in the same light as I have now inherited the car from my father and take pride in placing it on show.

It has not been registered for the last 20 years until my brother (John McKenzie) tidied it up and re-registered it, in early 2007, to attend the Toowoomba National rally.

My father had a passion for Packards and owned several other Packards and my brother John and I are the third

generation of Packard owners with my grandfather (Archibald McKenzie) purchasing the first Packard in the family about 1930.



**47**  
**Heather Moss**

23

**Stan Everson  
(Auckland, NZ)**

1939 120



I am a panelbeater and painter (retired) having restored many cars including a 1939 Packard 120. In my retirement I restored an XK 140 Jaguar. I am currently restoring a 1947 Packard 6 sedan and a 1947 Nash sedan.

Stan attended the 2007 Toowoomba “Top of the Range Packard Rally” but is unable to make the rally due to other commitments.

ACA

We have three '39 Coupes Emily (115C), Roy and Thelma. All three cars have been out together at various times Thelma has only failed to proceed once, Roy various times and Emily on one occasion failing in sympathy when Roy broke down.

Emily was purchased from Max & Helen Hood about 22 years ago. She had not been fully retored at the time, just a sand blasted chassis and engine plus several boxes of bits and pieces. Neville and Les Fisher put Emily back together, Les being responsible for her beautiful colour scheme.

Roy is a Maroon six cylinder convertible. We bought him from a collector in Canberra over ten years ago. He was in a museum for ages but is now up and running with a wonderful cream soft top thanks to the help of Les Fisher and David McCredie.

Thelma is an 8 cylinder black convertible. She is road registered and in original condition.



1939 115C Coupe



1939 Convertible Coupe

50  
Richard & Wendy  
Smallwood

19  
John & Annet  
Forsyth

1940 110 Sedan



Not much of the history of this car is known at this time. It was brought to NSW in the early nineties from the Swan Hill area of Victoria.

Restoration was started and before it was completed the car went to Peter Peters. The Peters finished the restoration around 2000. We obtained the car from the Peters in mid-2008.

There is an unsubstantiated story that the car was involved in a bank robbery.

ACA

This car was a display car at the Melbourne Motor Show in 1940 and was purchased by Mrs Bond from Adelaide from the Motor Show.

Margaret and I purchased the car in 1989 from the estate of Don Field, one of a small number of previous owners. The registration number 88-111 is the original number and the plates were also restored by one of the manufacturer's apprentices.

This car has a 6 cylinder side valve engine coupled to a three speed gearbox with electric overdrive. Our car also features independent front suspension and a power operated top.

1940 110 Convertible Coupe



PACCA

7  
Rob & Margaret  
Trembath

42  
Nelson &  
Todd Bates  
(Texas, USA)

1940 110 Coupe



Nelson is a born again Packardman, having grown up with Packards, he abated his interest for years while working on other projects, such as vehicles transporting man to the moon. In fact, after that infamous scene in the movie, Apollo 13 where the message, “Houston, we have a problem...” was stated, there was a deleted scene where a follow-up message was transmitted to the effect of, “Thank Mr. Bates, we have solved the problem”. Nelson was part of the Apollo 13 recovery team. Mission accomplished.

Nelson’s current challenge is resurrecting 1940 Packards, his first success being his beloved 1940-110 Coupe. He and his wife Norma are routinely seen driving the award winning Laguna Maroon 1940 110 Coupe while the current project, a Centennial Blue 1940-120 Touring Sedan, is prepared to allow more friends to ride with Nelson and Norma.

Nelson has several more 1940’s waiting in the wings, including a 1940-110 sedan recently “imported” from West Virginia with known history since new.

Nelson is President and a Founding member of the Ark-La-Tex Region of PAC.

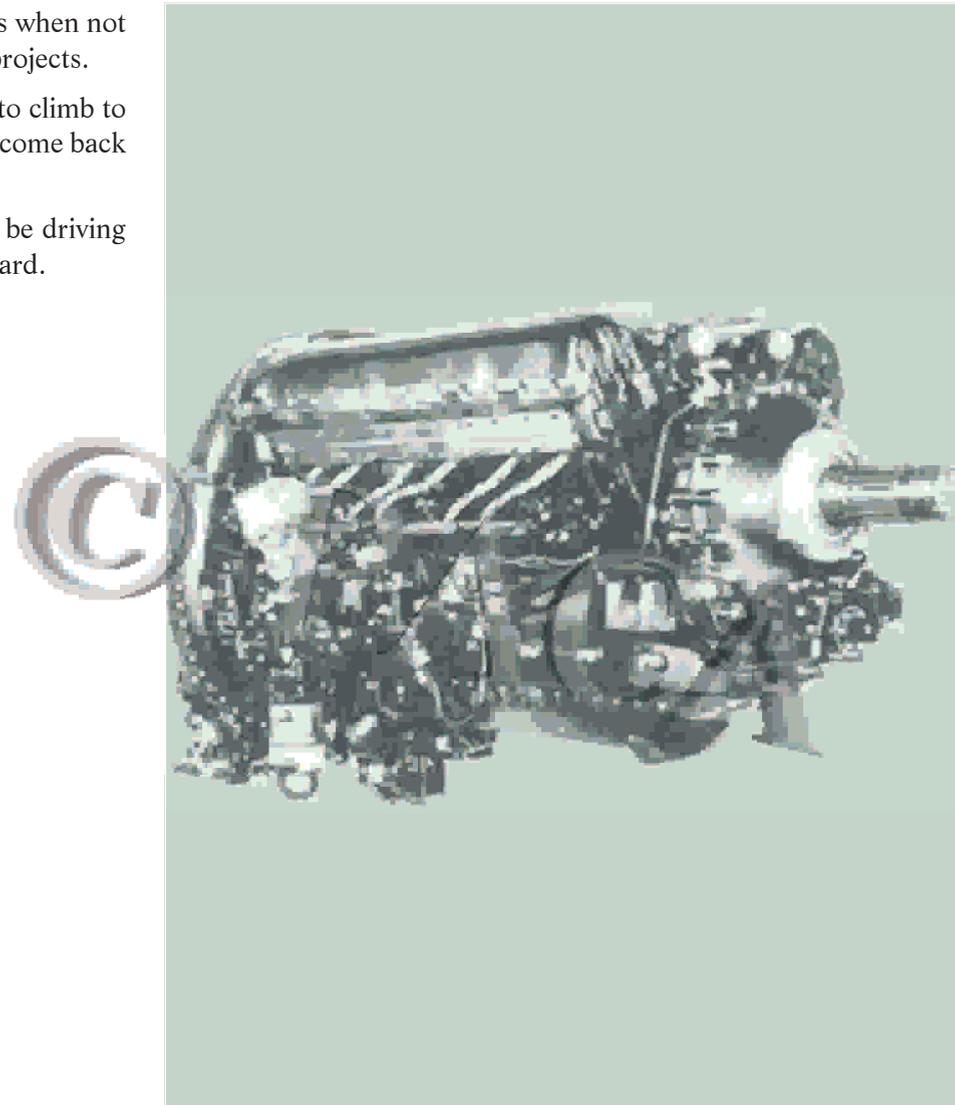
Nelson’s brother Warren Bates is a well known long, long, long time Packard owner, having purchased his (first) 1932 900 in 1950, and collecting dozens more since then. Yes, he still has the 32-900.

Warren is the technical support resource to many Packard owners, as well as sharing a part or two when necessary. Warren’s current project is a 1939 110 sedan that was given to him, having been removed from obstructing the flow of a local ravine.

Todd Bates is developing his interest in Packards when not doing design work for large scale construction projects.

Todd's number one mission in Australia will be to climb to the top of the Sydney Harbour Bridge, and then come back down safely.

Plans are still developing as to what Nelson will be driving come Rally time, but for certain it will be a Packard.



**42**  
**Nelson &**  
**Todd Bates**  
**(Texas, USA)**

15  
Mal & Kath  
Harris

1941 120 1495 Club Coupe



In May 2007 I found PACA and through President, Barry Brown was pointed in the direction of Peter Peters and bought his '38 Eight Sedan. By doing so, what had been a simmering interest became a superheated enthusiasm in Packards! And I couldn't stop at one, started chasing '38 Coupes in the US with the idea of having a pair of '38's. That didn't work out, but in my searches found the '41 Coupe on eBay located in Idaho. Seemed to be in pretty good shape and won it for US\$15,000.00.

Three weeks later, on a Friday in July, retired after working for 42 years with the one organisation. Then flew to the US the following Monday to inspect and pay for the Coupe. Had it trailered from Idaho to California, by a US couple who do this for a living, and they assured me security on the trip would be no problem as Mr Smith & Wesson were accompanying them! I also took the opportunity to have a holiday while in the US and on the way back to Australia I visited the Coupe again in Orange California it having arrived safely from Idaho.

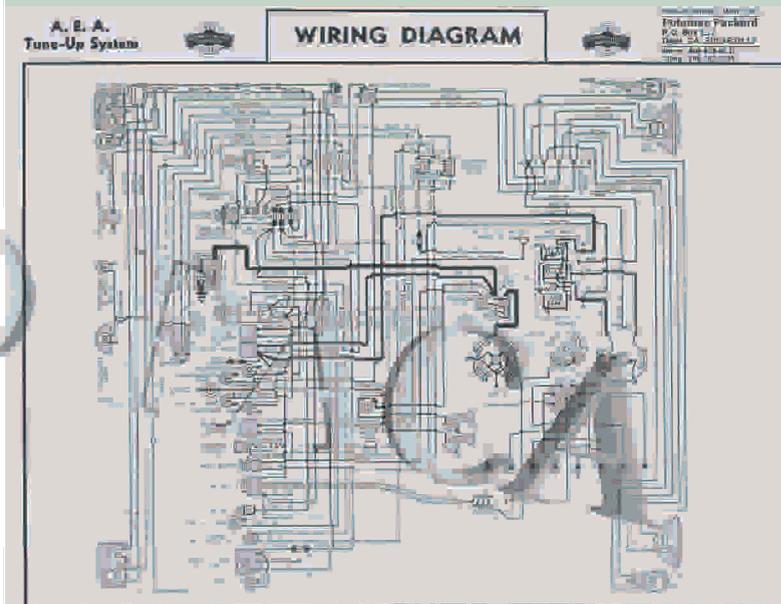
And after crossing the Pacific it eventually arrived in my driveway in late September. At the beginning of December the Coupe went to "Wades Shed" for what was expected to be about a 2 to 3 month stay while it was readied for road use again.

What started as a 3 month stay eventually stretched to 13 months for many reasons and I can only thank Wade Hawker for the time, effort, patience and good humour in working on the Coupe for and with me. Without Wade I would have been lost and wouldn't be at the 2009 Packard Rally without him, a true Packard gentleman.

To see the full story of the restoration and the major part Wade played in it, type the following link to my Project Blog into your browser.

[http://packardinfo.com/xoops/html/modules/newbb/viewtopic.php?topic\\_id=319&forum=10](http://packardinfo.com/xoops/html/modules/newbb/viewtopic.php?topic_id=319&forum=10)

# 15 Mal & Kath Harris



9  
Keith & Ieva  
Lidgerwood

1946 Clipper



The Clipper is a 1946 overdrive six cylinder sedan which we have been running for about ten years since restoration .

PACA

Our 1948 sedan came to us toward the end of 1991. It was purchased from the estate of a Yarrowonga farmer. Until the Toowoomba rally we believed that the farmer's daughter had had the car renovated near to his home in Yarrowonga. We think now that the car was renovated earlier in Melbourne and then bought by the farmer.

From whatever background our Packard has proved to be a reliable companion taking us on most club outings and rallies.

Over the past 17 years, most mechanicals of the car have been reconditioned, but unfinished engine work kept it away from the Toowoomba rally, so it is rearing to go to Mittagong.

We are looking forward to the Southern Highlands rally to acquaint ourselves with the Packardians and their wonderful Packards.

1948 Model 2201 Sedan



4  
Bill & Pam  
Brien



PACA

2  
Arthur & Peg  
James

1951 200 Sedan



I bought the 1951 Packard "200" Sedan in Melbourne in 1975 in complete but partly dismantled virtually rust free condition. After storing it in my shed for 20 years my two sons and I did body off restoration and fitted it to run on dual fuel (petrol and LP gas) and I registered the car on fill registration in April 1995 just prior to the Bright National Rally, where I won the trophy for the best "Post War Car".

After a frustrating trip to Tasmania in early 1996 with major motor and transmission problems, I spat the dummy and fitted a 1979 model Holden 308 cu. inch V8 engine with Turbo Hydro "400" auto transmission, I then secured an engineer's report to make the engine swap legal for the Vic Roads registration.

In 1979 after attending the National Rally at Orange we continued to Townsville and then to Alice Springs and Broome and down the coast of Western Australia and home via the Nullarbor.

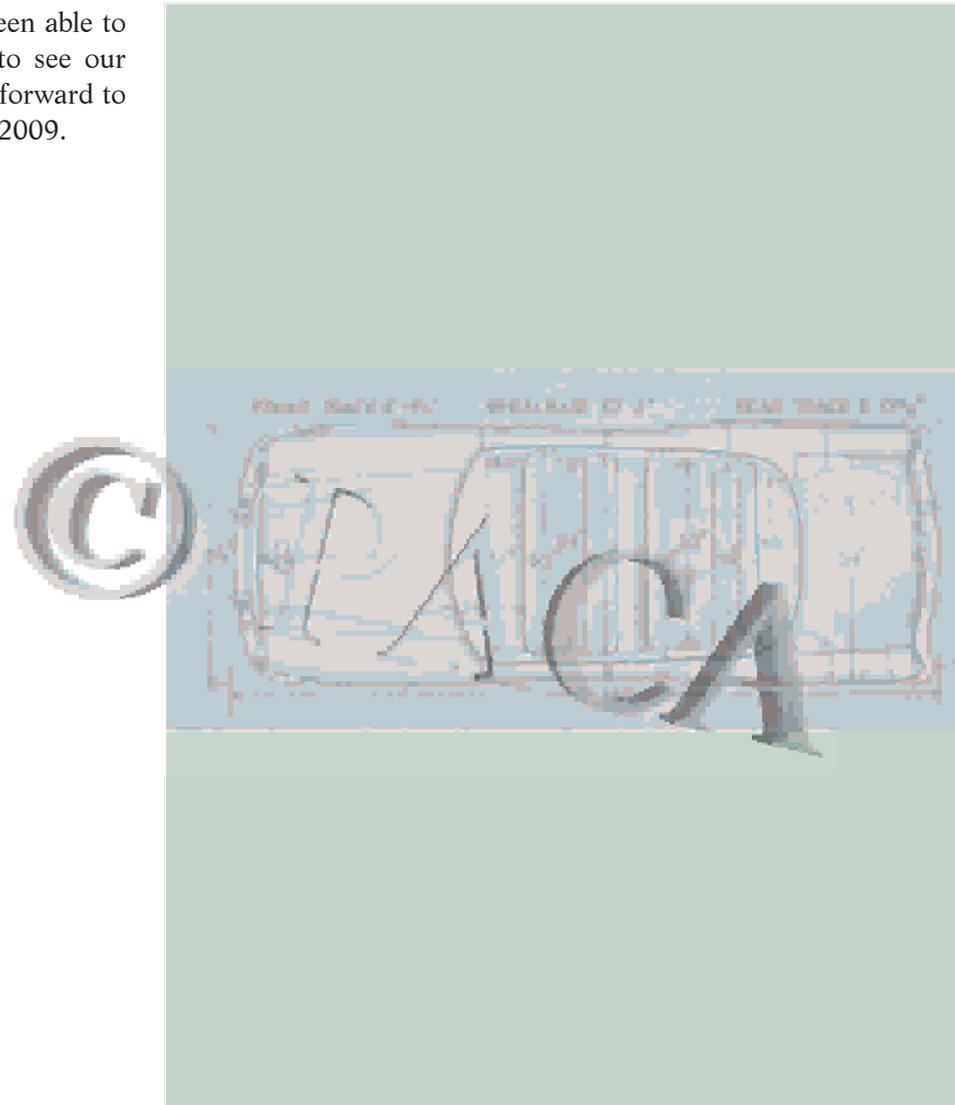
In 1999 we drove up the centre of Australia to Darwin and then down the east coast of Queensland and New South Wales.

In 2004 we drove to Adelaide and loaded the car on the Ghan to Alice Springs. We then drove to Darwin and across to Broome and again down the coast of Western Australia to Perth and home over the Nullarbor.

In 2007 we drove to Toowoomba to attend the 12th National Rally and came home via Brisbane, Armidale and West Wyalong.

We have driven the Packard 87,600 miles in the last 13

years and I am delighted that Peg and I have been able to drive our Packard on these rather long trips to see our wonderful country. Peg and I are both looking forward to attending the forthcoming rally at Mittagong in 2009.



## 2 Arthur & Peg James

46

Michael Keyte

1951 200 2462 Deluxe Sedan



I recently purchased this car from a Dick Hess who resides in Bundaberg, Queensland. It arrived on a transporter at its new home on 6 November 2008.

I bought it after seeing it advertised in a "Just Cars" magazine. My nephew Chris, who lives in Gympie, was extremely enthusiastic to check it out on my behalf. His enthusiasm didn't falter on seeing the car and he gave me a detailed account of its condition while crawling under it, over it and in it.

Dick Hess, who was a member of the Packard Club bought the car in about 1988 from the estate of Henry Foakes, a local mechanic in Bundaberg. Henry had the car since about 1967 after the original owner had left it with him to repair a broken windscreen. Long before the days of the Internet he had problems sourcing a new windscreen and so it just sat.

Dick eventually managed to replace the car's windscreen and put new tyres on it and again it just sat.

One other interesting point, it is definitely a 51 model but the upholstery is the 52 "200 Deluxe" style which is the same as my brother in law Jeff's pristine 52.

The motor wasn't running when it arrived but after a little effort it spluttered into life and now doesn't sound too bad except for some noisy tappets and exhaust. The intent is now to refurbish the brakes, replace the shocks and anything else that may need doing on the suspension and also to replace the exhaust system.

Invariably I expect this list to grow as any old car enthusiast will guarantee and while it will not be in attendance at this rally it should be in South Australia.

Margaret boasts that she learnt to drive in a Packard! Her brother David, still owns a '53 Clipper that she drove at one stage when learning to drive. Another brother, Michael, has two '51 Packards and would have also had this '52 if I did not buy it from him in 1980.

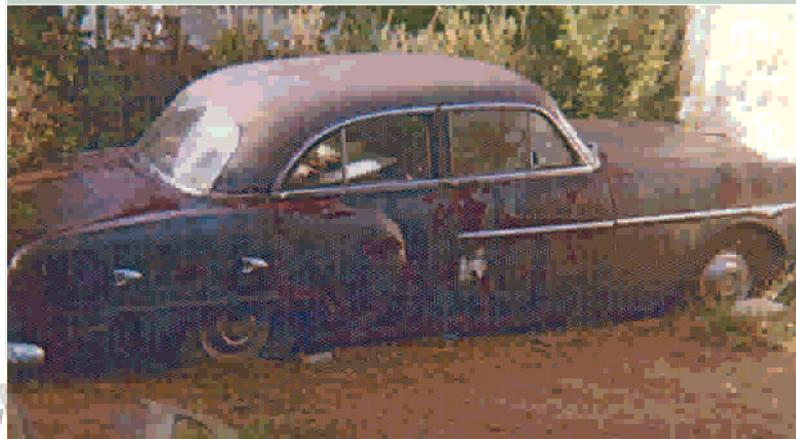
That was the beginning of this car's history and my interest in Packards. Michael found the car in Ryde where it was parked in a driveway for some time. It was in that driveway for so long it had actually sank into the ground. This explained the surprises I encountered when I commenced a body-off restoration in 2000. I had the body acid dipped to find holes in the body bigger than dinner plates!

Restoration proceeded as money and time permitted. Fortunately the car was complete, so restoration meant restoring the original parts and this helped me restore it to authentic condition. It was completed in December 2006 after which followed an extensive sorting out period.

The car attended the last National Rally in Toowoomba and has been on numerous Packard outings and events such as the 2008 Wagga Wagga Veteran and Vintage Car Rally where it won the trophy for the "Best '50s Car". It has also won numerous trophies at other events.

Margaret and I are looking forward to the Southern Highlands Rally and sharing stories and good times with our fellow Packard owners.

1952 200 2562 Deluxe Sedan



25

Jeff & Margaret  
Clarkson

1  
Paul & Dalia  
Sinclair

1954 Convertible



“ASK THE MAN WHO OWNS ONE” how true because I nearly didn’t own one.

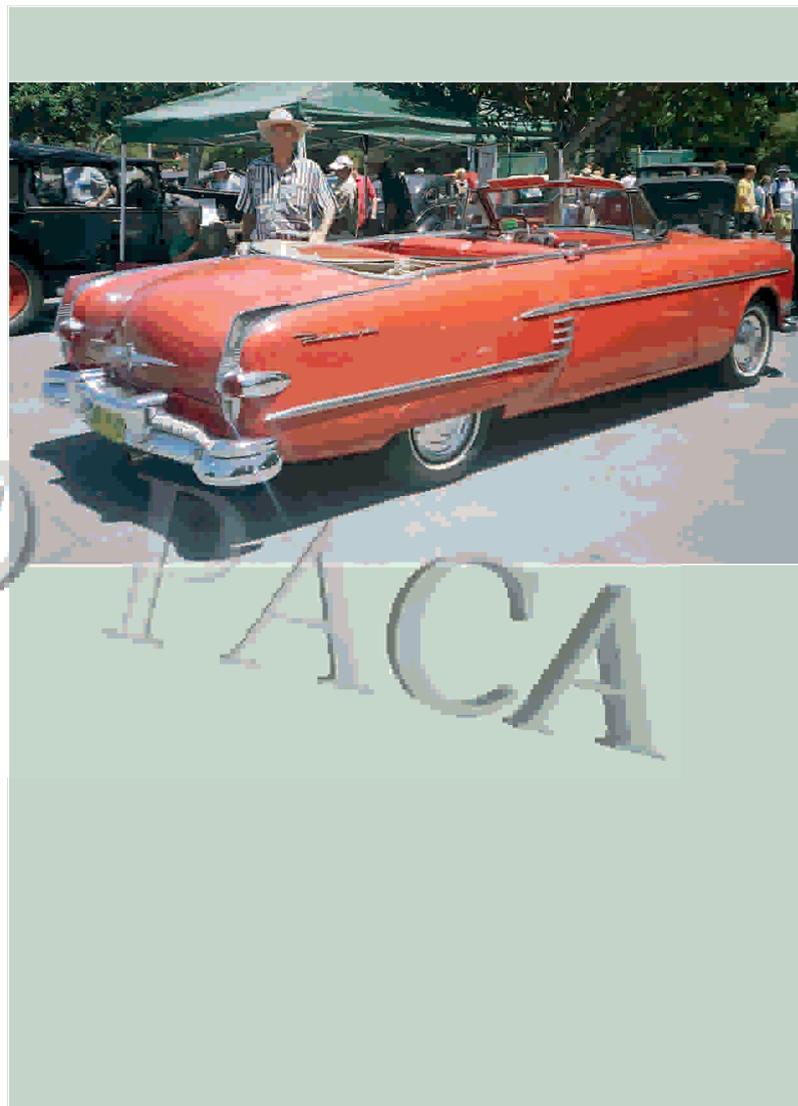
In 1991 aged 55 and living in Brisbane I reached the conclusion that I could finally afford the kind of car for which I had yearned for all my life, despite owning a 1959 Pontiac Laurentian and a 1968 Dodge Phoenix – both excellent cars which has borne me around Australia from their original homes in Perth.

An American friend gave me an address to which I went, and was delighted to see a car consistent with my dreams: a pink and white 1957 Chrysler Crown Imperial convertible, with a gigantic V8. The owner – one of the Dean Brothers! – took me for a blast. Sold! When I returned with my cheque, I was told that it had been sold (to someone else), but that I could have “that” – a red 1954 Packard convertible. I knew that, while it would not win a “traffic light derby” – not my style anyway- it was a superior car and, probably unique. I drove it away with a photo allegedly showing it in Liberace’s museum. Two weeks later, Mr. Dean tried to get it back by offering to take it as a trade – on a 1954 Cadillac convertible. He was not impressed when I told him (politely) what he could do with his Cadillac.

I registered the car on Historic plates associated with the Studebaker Car Club (SCC) as the PACA was inactive in Queensland. On moving to Surfers Paradise, I also joined the very active Gold Coast Antique Auto Club with which I took it on many runs throughout the region. It appeared at Sanctuary Cove Classics, and displayed celebrities on festive occasions, e.g., the mayor of the Gold Coast and Miss Gold Coast. (It is dangerously attractive to the fair sex! Though

unwilling to travel in it my wife loves it.) It went as far afield as Adelaide for the 1993 SCC rally. It served as a moving rostrum for the trombonist in the 1994 Gold Coast International Jazz Festival. Many of the other cars in the procession boiled. Soon after I moved to Israel in 1995, I arranged for the Packard to be housed in the Caboolture Historical Village, where it remained for many years until I returned permanently to Australia (Sydney), and managed to find a suitable garage. Since then it has revisited Adelaide (for the SCC rally).

Frankly, buying this car was one of my best “mistakes”. There simply isn’t anything like it. The silence and smoothness are amazing. I understand my elder son’s impatience, though doubt that I shall succumb to patricide. I just have to accept that, in order to “remain at the helm”, I shall soon have to find power assistance for the steering and brakes and, probably, an Ultramatic transmission.



# 1 Paul & Dalia Sinclair

6  
Fred & Pam  
Dosser

1954 Clipper



This car was privately imported into Australia from North America in 1954 by W. L. (Bill) Ryan of Ryco Filter and GUD fame. He imported it via Singapore where it was registered for one week to take advantage of a lower tax on second hand cars from Empire countries.

The car was in a sad state when I purchased it in 1987 needing a total mechanical restoration. I have driven the car in all states and territories of Australia except the Northern territory and have enjoyed driving it.

It has the 327 c.i.d. straight eight engine and Ultramatic automatic transmission. I have converted the electrical system to 12V for reliability and ease of purchase of components. The trim has been redone in leather as original.

PACA

We purchased our 1955 Clipper Deluxe from the Collier family at Barmutha, near Beechworth, Victoria, in May 2001. The car was originally sold by Kellow Falkiner in Melbourne to Mr K Steele. When he sold it in 1962 it had travelled only 7000 miles. The second owner was Mr Ian Cottle of Box Hill who kept the car until 1972 and took the mileage up to 28 000. He then sold it to Mr Bill Collier of Barmutha, who increased the mileage over the next 20 years to 38 000. Since 1993 it had been sitting idle. However, the family had faithfully paid the full registration each year and it still had the original number plates. It even came with the original tool kit in the boot.

We heard about the car while visiting Canberra for the Centenary Rally in April 2001 so on our return to Melbourne contacted the family and arranged to check it out. Fred Dosser came too as our technical adviser and was even more impressed than we were when we first saw it.

A quick tune up and some new tyres saw it ready for the road and our first Club outing was the Border Run to Wentworth in June 2001. Since then we have added more than 20 000 trouble-free miles to the clock. This has included the Bay to Birdwood a couple of times, the National Rallies in 2002 (Adelaide to Broken Hill), 2005 (Echuca) and 2007 (Toowoomba), and sundry drives throughout Victoria and into neighbouring states, sometimes on Club outings and Border Runs and at other times just for the sheer pleasure of driving it.

1955 Clipper Deluxe



38  
Clynton  
&  
Margaret  
Robinson

PACA

16

Mathew Rattray

1955 Caribbean



I bought my first Packard at the age of 16. My passion for these cars has continued and in May 2008 I bought another Packard. Noel Shorter once said “Mat, You’ll end up owning more than one Packard” Guess what, he was right.

After doing a big-end bearing in the 1934 Packard I had the car taken to Springwood to be repaired. Russell James who is also a Packard member had recently (back then) imported a 1956 400. I spent a bit of time with Russell and his family and his 56 Packard. This sparked my interest in the later model Packard cars. After seeing how smooth the car drove and the ease of steering I decided that a later model Packard may be a great idea for long journeys. We began looking on the Internet (usually getting in trouble from Joanne for staying on the eBay too long). Whilst looking on eBay I came across a few cars but they weren’t quite what I was looking for. Then I noticed a 1955 Packard Caribbean for sale, the price was reasonable, the vehicle is by no means a concourse vehicle, it needs work here and there though that’s half the fun.

I bought the car on the 22nd May 2008. The vehicle arrived in Australia late August and with a bit of work on the front suspension and replacing rubbers we got the car registered in late November. I have been driving the car and really enjoy driving it though the car is still LHD I found it very easy to get used to With a bit more work the car will provide me, like the 34 Packard, with hours and hours of enjoyment and hopefully you will see these cars at more and more events.

This car was bought by Gerald Gordan in Baltimore US on 10 the September 1984.

The third owner Russell Kerr. The car was imported for me by George Hamlin and shipped by Graham Ashmore in January 2000.

It was featured in the film “Thirteen Days” about the Cuban crisis.

1956 Patrician



**29**  
**Russell & Valerie**  
**Kerr**

37  
Russell &  
Joanne James

1956 400 Coupe



The Prodigal Son and his 1956 Packard 400 Coupe:

The Packard “bug” was first sown in me way back in 1962 when my dad bought a 1950 model. This was the car that I eventually learnt to drive, but the car that really got those juices going was dad’s 1956 Clipper (which I wasn’t allowed to drive).

Ron James (dad) was PACA member number 27 and I was an associate member – that was in 1967.

After a long drought..., the Echuca National Rally stirred the “bug”, and meeting some of the earliest club members again was quite surreal.

But it was the Toowoomba National Rally that stirred the longing to eventually put another Packard V8 back into the family,.... and this time drive it.

The stirring ended with the purchase in the US of a 1956 400 Coupe in May 2007. The car arrived in August 2007 and after some work was fully registered in Feb. 2008.

She does not yet have a name, although dad’s ’56 Clipper was known as Sabrina, but this 400’s beauty extends far beyond those particular naming qualities.

As well as beautiful, clean, pillar-less lines she has outstanding mechanical features like torsion level suspension, power windows, power seat, power steering, push button shift to a 3 speed automatic behind the biggest V8 for all 1956 cars. No wonder the Packard advertisers claimed the ’56 models to be – The Greatest Packard of them All!

These cars are really quite rare as only 3,224 were produced,

none came to Australia from new and presently it is the only one of its type on the road in Australia.

Not much is known of the true history of the car as the seller was a little creative with the truth, however I have been able to get in touch with one previous owner in Arizona. There was no record of it logged on any of the roster keeper records with the US P.A.C. until now, so it is good that another one is back in the books (and in Australia).

Perhaps I have some bias that has existed since family holidays, weekend drives and rallies in a 1956 Packard some 40 years ago. So it is quite a delight to hear positive comments across all generations and ages; the most common is – what a beautiful car! Glad to be able to bring her beauty to the Southern Highlands national Rally.



37  
Russell & Joanne  
James

21  
John & Bernice  
Payne

1956 Patrician



Our car is a 1956 Packard Patrician with the original 374 V8 and press button auto. The car's odometer is now showing approximately 146,000 miles. It has factory fitted power steering, brakes windows, door locks and radio aerial. It is also air conditioned, but this is after-market and probably fitted by the Packard dealer as most apparently were due to the factory having insufficient capacity to cater for this optional extra.

We bought the car from Dick Benjamin of Southern California, who had owned it for 22 years. Dick is a very nice 74 year old gent who knows a tremendous amount about Packards. He did in fact run a Packard service/repair business in California prior to retirement and, although not a qualified mechanic, has undertaken much mechanical repair work.

He rebuilt the engine and transmission of our Patrician and both are working well. This was done initially in 1987 at 110,142 miles (believed correct), and the engine again at 150,702 miles after the previous crank regrind was deemed unsatisfactory. The crank was replaced with one rebuilt and ground back to standard together with standard bearings.

Many Packardians will be aware that the V8 engine can develop oil/lifter problems due to wear in the wiper vacuum pump which is attached to the oil pump. A fix for this problem was removal of the vac pump, rebuilding the oil pump and fitting electric wipers (don't know why they didn't have them from the beginning). The wiper motor on this car is from a late 50's Chev which is pretty much a bolt-in replacement. Depending upon the state of the rest of the engine appropriate reconditioning would also be

carried out including replacement of the lifters, preferably with premium ones.

Our Patrician has had all the correct engine work done, including electric wipers, reco'd oil pump and premium lifters. With both engine "rebuids", bore wear was still within standard specifications so reboring wasn't necessary – they certainly made them out of tough stuff in those days!

Interestingly Dick Benjamin was a personal friend of Dick Teague who was the senior Packard manager responsible for the '56's design work. As a mark of respect, Dick drove this Patrician in Dick Teague's funeral procession. We understand the car has also been a mobile "extra" in a couple of Californian movies.

Since the cars arrival we have suffered the dreaded push-button syndrome, caused by a failed contact "finger" in the selector motor. Removal and repair has thus far fixed the problem so we are keeping our fingers crossed. We have had a few other minor problems and have gradually worked through them. As soon as we can get off the bottom of our motor trimmers son-in-law's waiting list, the car will be re-trimmed inside, but the exterior will remain as is, even though the paintwork is looking a little old. Sometime previous to Dick's ownership, it had been repainted in the correct Maltese grey.

Despite being LHD the car is a very comfortable cruiser and to us, much more so than our previous '46 Clipper, especially as far as the driver is concerned anyway.



## 21 John & Bernice Payne

# RESTORATION • PRESERVATION • STOP RUST

Permanent Painted Coatings (PPC) are specialists in advising on the best way of protecting your new, classic or vintage car. Their range includes the (USA) POR-15 rust preventative paints recognised by restorers around the world, the (UK) Bilt Hamber - Deox rust remover, Leatherique (USA) for restoring your leather seats.

## PPC SELLS PRODUCTS THAT WORK

*Leatherique*

Leatherique Leather Care Products are  
**"SIMPLY THE BEST"**  
for leather seats in new & classic vehicles.

The range is a two stage system:

**1. Rejuvenate & Clean** **2. Restore & Dye**

Rejuvenator Oil is a pH-correct blend of fats and collagen that nourish and maintain healthy leather deep within the fibres ensuring a soft and supple natural feel. Prestine Clean will then clean and condition the leather by floating the dirt out allowing you to begin the second step of the system.

The second stage, if needed, allows for a completely new look, filling cracks and dyeing the leather.

\*Rolls Royce Club of USA

For a free 32 page catalogue  
and nearest dealer phone 1800 643 229

**10  
YRS  
IN AUS**



**30  
YRS  
IN USA**

POR-15, the rust preventative paint system for Chassis', front ends, rear ends, axles, floor pans, fuel tanks, battery trays, gear boxes; fuel preservative for vehicles in storage. Top Coats, Clear Coats, Fuel Tank - Repair Kits. POR-15 applied per instructions, stops rust and corrosion. Can be brushed to almost a spray finish.



BILT  HAMBER

## Bye Bye Rust

Deox C granules mixed with water will remove all rust after soaking for up to 12 hours. 1 litre mixed will make up to 20 litres. This solution can be reused until it turns black.



Deox Gel is designed for larger items or areas. Apply thickly with a spatula/trowel. Cover with plastic wrap. Leave for up to 12 hours, scrub with a brush and water.

## As easy as that!

Email: [sales@ppc.au.com](mailto:sales@ppc.au.com)  
Website: [www.por15.com.au](http://www.por15.com.au)

