

Cover

Mats Karlsson participated with his 1938 1601 Touring Sedan in the fall Rally Packard Väst, covered in this issue of the Bulletin. The series of records set with Packard cars and engines is concluded with Part 3, On the Ground. Also an article about today's gasoline and one on Packard's collaboration with body builder Cantrell.

Page 3**Johan Berg's Packard reflections**

To travel is when the journey is a part of the entire experience. To go or drive is just a matter of transporting oneself from one point to another. If you have the opportunity of traveling in a historic vehicle, the level of pleasure is much greater. If that vehicle is a Packard the pleasure is at its peak. But to reach that peak your Packard must be in good shape technically and well maintained. If for some reason you fail in keeping the car in good order, the journey can quickly disintegrate into a harrowing experience.

When everything is as it should be, and you are on your way to a flea market or a Packard meet, the weather is nice and the sun is shining, the picnic basket is loaded in the car's trunk, the traffic is moderate and you travel on beautiful roads, the pleasure is great. On such occasions it often enters my mind how lucky we are with our supply of parts for our Packards. Imagine if I hadn't received assistance to find this or that part. I want to thank Ole Böök for what he does for us in NPOC.

I have some other cars where I have been forced to find parts on my own. Take my Volvo from 1939 for instance. It is to a large extent built with parts identical to those on a 1935 Chrysler. When I was restoring the Volvo I had to order parts myself from the U.S. More often than not I got the wrong part and it was difficult to make things right from Sweden. Not to mention the trouble, time and expense associated with returning the wrong items and get the right ones sent. And on top of that the problems with payment and linguistic confusion.

One of the more unusual Packard parts transactions concerned the over-drive transmission for my 1946 Custom Clipper. From a fellow he had met at Hershey, and who had his Packard parts business in the Florida Everglades, Ole sourced an R11 O/D transmission. The owner took the transmission out of one of his parts cars and hauled it to a highway a few miles away, where it was picked up by a trucker and hauled to Baltimore, where one of Ole's friends (Ross Miller) was to pick it up. Due to a misunderstanding, contact was never established between the trucker and Ross, so the tranny was unloaded at a Shell station close to the intended meeting place. There it remained for a while before Ross could pick it up. All ended well. The transmission was rebuilt (with parts from another source (Bob's Packard Parts in Pennsylvania) and then sent by truck in its crate to a New Jersey repair shop (that works with Packards and has done much work on Juha Toivonen's 1939 Twelve Formal Sedan and also functioned as storage facility for cars that NPOC-member Bosse Rönnbäck had bought in the U.S.). The crate was loaded into the trunk of a rusty 1956 Ford parts car purchased by Ole for Bosse's account and the R11 eventually arrived in Stockholm where I picked it up. Many thanks to all involved!

Page 4-5**Rally Packard Väst**

Friday morning at 8:00 o'clock Elsie and I started from Torlunda in our 1939 Packard Six. Along the way to Kungsbacka 350 miles away, we met up with other Packards with the same destination, where we all arrived that evening. Check-in at our hotel, inspection, peanuts, pretzel sticks and liquid refreshments with friends in their room before dinner. Saturday morning it was time for the new event of the year, a driving puzzle. Along a mapped route we were supposed to find letters, with which to make a word. At the finish line was a museum where we enjoyed a guided tour of the current exhibit, "Life in the country" one hundred years ago. From there the tour took us to Restaurant Laxbutiken outside Falkenberg. After lunch we were presented with the solution to the puzzle. When placed in the right order the word "Caribbean" emerged. We came dead last. The winner was Jan Deijenberg and crew in, what else, a 1956 Caribbean!

Page 6**Since last Sweden**

Hans Lennartsson in Köping has sold his 1952 Patrician 400 to Gunnar Lindström, who is a new member.

Olof Rau with his 1956 400 is back as member.

Hans Carlborg has sold his Clipper Custom Sedan 5562 to Björn Fahlén in Falun.

Lars Ödlund owns a Clipper Custom Constellation 5667.

Magnus Ohlsson in Valbo is a new member. He has imported a 1956 Patrician.

Ulf Höjrup in Staffanstorps has joined NPOC. He has a modernized 1937 Packard 115C.

Jon Hallström from Uppsala is a new member with a 1954 Packard 5401 Clipper 4-d Sedan DeLuxe.

Page 7**POWER MEET 2014 in Västerås**

Text: Johan Berg

As usual, I attended this annual meet. Thousands of American cars from the 1940s and later from all of Europe gather here every year. There are usually about ten Packards. Same thing this year, but when looking closer there was eleven, the eleventh being a 1939 1700 Touring Sedan with black plates and white numbers and letters. Somehow I recognized the car and looking closer I realized that I had seen the car in St Petersburg 15 years ago. This was Field Marshal Georgij Zjukov's Packard, owned at the time by his former driver, Tjurin Pavel Ivanovich. The car served as Zjukov's staff car towards the end of WW II. Ivanovich had gifted the car to the Russian Auto Club in St Petersburg and the car was now restored (Yes, that is a ZIS 100 front bumper on the Packard.) and in Västerås with a new chauffeur. We became friends, I helped with some parts for the car, spark plugs, a distributor and a fan belt. On the way back to the ferry we stopped at my garage where my ZIS 110 is being restored. NPOC now has two more Russian members.

Page 8-11**Records set by Packard's cars and engines****Part 3. On land**

Text: Bertil Dimander Editing: Hans Schmidt

In the beginning of the 20th Century, long journeys sponsored by the car factory were not only a contest, but a test of the product and, if the results were good, powerful advertising. In due course contests and races became more organized in the form of track racing with many contestants. Much of Packard's racing activity coincided with the development of the Liberty engine, but racing never became a dominating activity at East Grand Boulevard. And much of the racing activity took place with lightened standard cars, often sponsored by a local dealer.

Already in 1903 Tom Fetch, a Packard employee, and Marius C. Krarup from The Automobile newspaper set a transcontinental record by driving a Packard Model F, called Old Pacific, from coast to coast over almost roadless land in 61 days.

The Model K-based Gray Wolf was built the same year and participated in numerous races until late in the year. Gray Wolf continued to be raced successfully in 1904 and 1905. In the following years Packard was less active in racing but by 1914 Packard cars were back on the circuits and names like Ralph De Palma began to be seen. He raced Twin Sixes but the graduated to cars powered by Liberty engines. Speeds now routinely exceeded 100 miles per hour and by 1926 J.G. Parry Thomas drove a Liberty-powered car at a speed of 170 miles per hour on the flying mile.

Five mechanics built a competition car dubbed "The White Triplex" which was equipped with three Liberty engines, each producing 500 horsepower. The car weighed four tons and cost \$45,000 to build. In two races at Daytona Beach the car averaged 208 mph.

Racing with Packard cars and other vehicles using Packard engines was more or less phased out at this time. A few private individuals competed with Packards and Packard-engined cars. In 1951, 1952 and 1954 Jean Trevoux drove a Packard in Pan-American Road Race in Mexico. In 1954 a Packard Patrician with the new V8 engine was driven 40,225 kilometers without other stops than for driver, gas, oil and tires at an average speed of 168.5 km/h. This was not an official record, however, since Packard's track at Utica was not certified for the purpose.

Sources:

Kimes: Packard A History of the Motor Car and the Company, The Packard Cormorant, Damman & Wren: Packard

Page 12-15**Is today's gasoline a problem for veteran cars?**

Text: Odd Moen Editing: Robin Berg

The restoration of my 1929 Packard Roadster was completed in 2006 and the car ran well until three years ago. When the engine was rebuilt I installed hardened exhaust valve seats so I wouldn't be dependent on leaded gasoline. I have always used 95 octane gasoline without any problems. The problems started three years ago. The engine would only run well on idle,

but as soon as you hit the accelerator it stumbled. Sometimes the engine would just stop and I could only get it started again hours later. I have spent innumerable hours trying to find the reason. All vital parts have been examined, tested and replaced if needed. A compression test showed excellent results. But the engine continued to cough and stumble. And when driving the engine didn't accept load or want to rev up. From time to time the engine would run OK. If this was due to filling 95 octane gas without ethanol or to nice weather is unclear.

Last summer the engine ran like it should, but I didn't know why. Later I realized that the reason could have been that I siphoned old 98 octane gas from a car that hadn't been running for a few years and filled the tank on my Sixth Series Packard.

Some Statoil gas stations where I live say that their gasoline has 5 percent ethanol, but when I ask central Statoil they say that the gasoline in my area contains no ethanol. So what is that causes my problems?

Soon after registering the 1929 Packard there was a day with very hot weather. The engine didn't want to run well under heavy load. I stopped and noticed that the gasoline was boiling in the vacuum tank. The radiator wasn't boiling. After 20 minutes the gasoline stopped boiling and I could continue. Based on my findings, I am convinced that Statoil has added something to today's 95 octane fuel other than ethanol that causes its lower boiling point and that this causes vapor lock and the problems I was having. Nor is the smell of the gasoline the same now as before.

It turns out that 95 octane gasoline and 98 octane gasoline have different boiling points. Through friends in the hobby I have come to the conclusion that the problems with boiling gas and vapor lock disappears on older cars when using 98 octane fuel.

Picture caption:

A shield around the vacuum tank helps reduce the heat load.

Some conclusions regarding adding ethanol to gasoline

1. Ethanol is highly hydroscopic and absorbs much more water in a ventilated gas tank than straight gasoline. Once the absorption of water begins after 2-3 weeks, a separation process starts with a thick top layer of gasoline and ethanol and a thin layer of ethanol and water at the bottom of the tank, which causes misfiring and engine stalling. To avoid such separation we must replace the gasoline in the tank. That means driving the car until the tank is empty once per month. If the gasoline has begun to separate, the process is not easily stopped, even with additives.

2. Ethanol increases the electrical conductivity of gasoline which leads to electrolytic corrosion in the fuel system. Iron, zinc and aluminum alloys are especially sensitive. Old cork lacquered floats are also attacked.

3. Ethanol is highly corrosive. Iron particles from the gas tank have been found in aluminum carburetors. Ethanol also causes damage to hoses, membranes, seat needles with rubber tip and gaskets. Needles with plastic tips can swell and the paper in paper gasoline filters may also swell.

4. Gasoline is made up of many components, each with a different boiling point. Some of the lightest fractions have a boiling point of only 32-38°C; ethanol boils at 81°C and the heaviest fractions at 150-200°C.

If the gasoline gets too hot in the fuel line, bubbles may form before it reaches the carburetor. That makes the fuel mixture too lean or causes a total stop to the supply of fuel. You have vapor lock. Pneumatic lock can occur when the carburetor itself is so hot that the gasoline starts to boil when it enters the carb. This will can lead to excessively rich mixture (Explained by downward pressure on the float). The engine may stall. The symptoms of pneumatic lock are that the runs roughly and spews out black smoke through the exhaust.

5. Ethanol can reduce the octane value and that can lead to detonation and loss of power. The engine may idle just fine since idling doesn't require a high octane value.

Picture caption:

Shielding for the carburetor.

Summary

I have no formal competence in the technical area dealt with here. My findings are based on my own experience and troubles with my 640 and discussions with other hobbyists with the same or similar problems. I also want to point out that there are many who have problems with 95 octane gasoline, both with and without ethanol, but don't want to talk about it. The result is that our older cars don't get driven as much as they deserve, which in itself compounds the problem. There is enough information out there to prove that ethanol added to the gasoline can result in engine failure. We need

information from the oil companies about what it is with 95 octane gasoline – both with and without ethanol – that creates problems for many of us.

It goes without saying that the oil companies must spend big money on development of gasoline that works well in modern car engines, and that they want to keep these advances secret. But much like the pharmaceutical industry, oil companies must be open about the side effects their new products have on our car engines.

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Is it a Coupe Roadster or a Convertible Coupe?

Text: Bertil Dimander

When it comes to our modern every day car there is not much confusion. It is either a Sedan, a Convertible or a Station Wagon. But when our hobby cars were made, especially if built in the interwar period, offerings of body styles were rich and varied.

For example, what is the difference between a Tourer, a Touring and a Phaeton? The difference is actually rather small. All three are open cars and usually have four doors. A Tourer has removable side curtains with celluloid windows – usually almost opaque with age – while a Touring has the same type of body but roll-up glass side windows. A Phaeton or a Sport Phaeton is very similar to a Tourer, but usually short-coupled and often with a rear seat windshield. A Convertible Sedan can be seen as a slightly more modern version of the above with roll-up windows and often a removable B pillar. Then we have the upper-class means of transport, such as the Sedan de Ville, Sedan de Ville, Brougham, Town Car or Coupe de Ville. If the car was open in the rear seat behind the C pillar it became a Landaulet. The chauffeur sat by himself forward of the rear compartment and usually had no roof over his head. Contact with the rear compartment was one way, by telephone or speaker tube. After all, the chauffeur only had to obey the commands from the passenger compartment. In a Limousine the difference is that the chauffeur sits indoors, separated by a divider window.

And finally, what is the difference between the body types in the heading? Both have two doors and a sporty body. A Coupe Roadster has side curtains much like a Tourer, whereas a Convertible Coupe has roll-up glass side windows.

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Packard's great photo contest 1939

Packard often surprised the visitors at America's automobile salons. As early as in 1900 Packard showed a Model C at The Chicago Inter-Ocean Expo. Later it was exciting new models such as the Car of the Dome in 1933, the Pan American in 1952, and the Predictor in 1956 that drew the folks to Packard's exhibits. At the auto expos in New York and Chicago in 1939 Packard showed off the new 1940 models and the new One Eighty that replaced the venerable Twelve. The Super Eight got an entirely new engine, but it was not this news that caused a stir in the media – it was a photo contest.

"Picture Packard" was Packard's big promotional gig when launching the 18th Series in October 1939. Both at the auto expos in New York and Chicago Packard announced a photo contest for amateurs. A cream-colored 110 Convertible Coupe was placed in a suitable environment, including pretty photo models, for people to photograph. First prize was a car like the one photographed. A total of \$650 in cash was also awarded 26 photographers. That doesn't sound like a lot today, but when the 110 Convertible Coup was presented in 1939 it cost \$1,087.

The stunt was a great success and it is estimated that more than 30,000 photographs were submitted. The enormous success of the promotion prompted Packard to repeat the photo contest now called "The Picture Packard Contest" with even more generous prizes. Five cars were given away and sixth prize was \$500, seventh \$300, eighth \$200, ninth \$100. After that 15 got \$50, 20 \$25 and 25 got \$20. And it wasn't over yet: 50 participants got a silver medal and hundred a bronze medal. Which car manufacturer will be first to take up this idea today?

Sources: Jim Hollingsworth: Packard 1940 a pivotal year.

Damman & Wren: Packard

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Michael Cedercreutz sent us this great picture of a 1928 Packard 533 used by his great grandfather Gustav Cedercreutz. That is Gustav behind the hood. Michael's grandfather, who became an architect, is at the far left. The picture was taken at Gustav's home in Terijoki in Eastern Finland.