

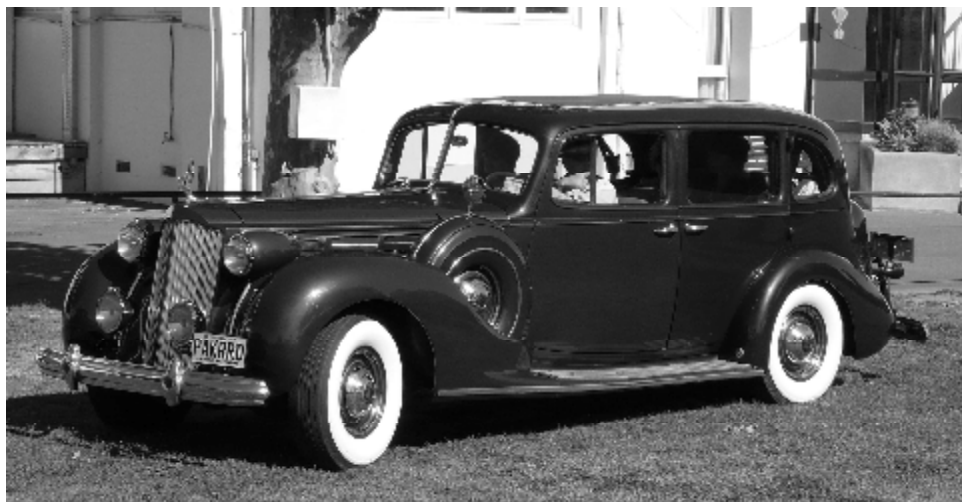
## Photos (page 7) and article by Michael Taylor

On the Rally side, we joined with other Wellington branch VCC members and travelled to the Easter Rally via Stratford, the Forgotten Highway (Whangamomona) and Turangi. It was a great drive, with our 1938 Packard Super 8 performing faultlessly. Highlights included a visit to Tom Clouston's collection of cars & stuff in Turakina, and the wonderful Tawhiti Museum at Eltham (NOT TO BE MISSED!).



I enclose a some photos going thru the tunnels (opposite page).

Also a pic of the lovely 1938 V-12 Limo the owner of which I met but can't remember his name.  
*(Richard and Clare Sainsbury, Packard club members from Napier...Ed)*



*Bottom 5 photos on opposite page:*

1919 Packard Twin Six 335 Fleetwood Limo. Well, it took Knappo nearly a year to finish wiring the old girl, but about 3 weeks ago it was all done (so that the body can come off easily). Meanwhile I had spent quite a few happy hours fiddling with the fuel system, starter, etc. They have a small pump at the front of the motor, which pressurises the fuel tank, thus keeping the carb' full. Well, get the old girl running well enough that she starts easily from cold and the pump keeps up the pressure. Runs beautifully on all 12! (Initial carb' fill is by electric pump rather than the little hand one on the dash). So, drove her home from the auto-electrician, all very exciting! The headlights have got the original reflectors in, even though they look as if they're smaller inserts.

Next jobs are first to re-wood body (hardly any in it – and that also needs replaced), then replace the awful 20 inch wheels with 24 inch ones that I happened to have.

I made the trip to Jeff Fox's place in Manakau (see bottom 2 photos) – in midst of a 6 day Wellington southerly! There are no side windows, and there is no seal in the split windscreen! Exciting to drive it at last, boiled a few times - too retarded + ? finally got that sorted in Otaki, then cruised at about 70km.

(Jeff is a woodworker par excellence – he makes all Peter Jackson's plane's propellers).

.....By Michael Taylor



Michael Taylor's 1938 Super 8



Michael Taylor's 1919 335 Twin Six Fleetwood Limousine



## AUTOSPECTACULAR—DUNEDIN 4 JULY 2009

Robert Duncan writes: "We had our usual Packard / Cadillac stand, and this year the Cadillacs outnumbered the Packards, although they were all Packard members".



*Top Photo:*  
Phil Dunstan's 1928 Cadillac model 341A 4dr sedan on the left, & Jim Covert's 1949 Cadillac Convertible on

*Middle Photo:*  
Starting at left, Classic Cars Nelson 1929 Cadillac Sports Phaeton and 1930 V16 Cadillac. In the centre is the rear view of Jim's 1949 Cadillac convertible, and on the right is Robert & Lynette Duncan's 1929 Cadillac



George Wallis' 1937 Packard Super 8 Victoria,



Garth Hogan's 1942 Lincoln Continental (on right), this car won its class along with Phil Dunstan's 1928 Cadillac.

Right: 5 cars in clockwise order: George Wallis' 1938 Packard Super 8 Victoria, Tony Devereux's 1927 343 Packard Roadster, Jim Covert's 1949 Cadillac convertible, Garth Hogan's 1942 Lincoln Continental, and Jane Devereux's 1928 428 Packard Coupe.



Below: 1938 & 1936 Hudson Terraplane coupes, and 1950s Hudson Hornet owned by Trevor and Dot Johnson, friends of the Ed.



## Progress on Members' Packards



*Top 3 photos: Robert Duncan had had work on the 1917 Twin Six owned by him and Phil Dunstan. It's going to be an impressive car guys!! Ed*



*Bottom 5 photos: Michael & Mary Taylor's 1930 Packard Waterhouse bodied replica ((3<sup>rd</sup> of the 3 sisters!). Work continues, motor half way, overdrive fitted. Body now being skinned. Doors now lining up, and chassis has been extensively repaired with much of the front replaced.*

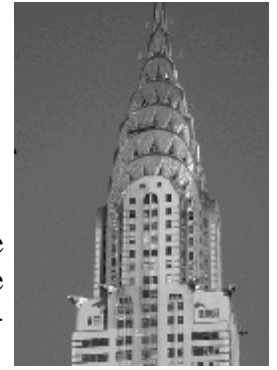


# ART DECO

ART DECO DESIGN-when did it start and when did it end? Or did it ever actually end?

“I hate Deco!” “I love Deco!” Few design categories generate so much passion. Much of the difficulty lies in defining the term.

As you may have noticed on Trade me, in second hand shops, antique shops and even the salvo’s most things between 1920 and 1960! are described as art deco. That could have something to do with popular culture. This greatly and grossly misrepresents the style, tarring it with some awful design, but hey that’s collecting for you.



Art Deco has often been described as the work of a narrow band of expensive European designers, such as Lalique and Chiparus working during the early to mid 1920’s. Another misconception portrays art deco as a rejection of the lavish, florid, sensuous designs of the Art Nouveau era. Art Deco evolved out of Art Nouveau. By 1910, designers striving for a new look began to introduce design elements from the emerging industrial economy.

The lavish curves and patterning of Art Nouveau began to give way to sharper, more simplified linear and geometric shapes and to ‘modern’ materials such as chrome, aluminum, plastic and steel. But these elements only gradually came to dominate design.

The existence of this new style was only gradually recognized (the term was not even used until the 1960’s). The full recognition that art deco was a distinct style did not occur until 1925 when the “International Exposition des Arts Decoratifs” was held in Paris. It is often said that the style died by then , but this is wrong. It was continuing to evolve, putting increasing emphasis on designs which could be produced at costs accessible to the working classes.-deco design elements with mass production methods.

Art deco style was slow to enter the United States. While it was happening in Europe designers were creating Mission, and Arts and Crafts designs. The 1925 exhibition, gave the style a strong impetus in the USA. That push made the 1930’s their art deco decade.

By the late 1920’s the design motifs were well established in America. The 1933 Century of Progress World’s Fair and the 1939 World’s Fairs in New York and San Francisco, show Art Deco design in its fullness .The federal buildings constructed show strong bas relief Art Deco carvings, The Rockefeller Center, The Chrysler building and the Empire State building are classic examples of Art Deco architecture to name a few.

From the late 20’s on, wherever it was made, and whether you like the English , German, Czech or American slant on art deco design, it was for a depression ravished population and that is always worth remembering. There were many fine objects made, and those of us that love it! can’t live without it. However, we live with it in a modern day context and it fits! Next time you see something that you like and it speaks sweetly to you then it just might have an Art Deco voice. *Article from Lou Mathieson—Pics from Ed.*

Dash & steering wheel of Vaughan Mackereth’s lovely 1941 Packard 110—which shows lovely Bakelite features. This was a resin from the 1920/30s.

Art Deco car grille

Art Deco building in Napier, New Zea-

