RESTORATION OF OUR 1935 PACKARD 120 CONVERTIBLE COUPE

ORIGINAL CAR IN NAPIER

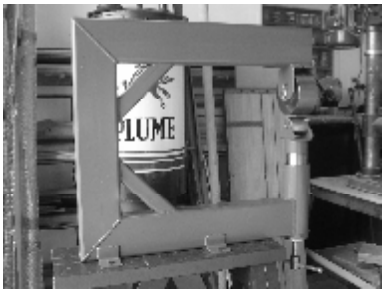
In 2000 we sold our 1924 Crossley which we had owned for 15 years and began the hunt for a car which would suit our changing needs. Namely a car which would handle modern Auckland traffic and be motorable out of town. An advert in Beaded Wheels sparked the imagination and Brent, Brian Belcher and I set off to view the Packard Roadster "Project " in Whangarei.

A deal was struck and a couple of weeks later we set off with a large trailer and a small truck to retrieve the booty. What had I done? A good sort through the parts revealed that there was plenty of mechanicals which were largely in good condition but there were a few other parts missing, the major one being the body, or at least 75% of it. The chassis and mechanicals were quickly restored with the engine being left until later. In 2002 we decided to sell up and build a new house which put the main project on hold for about four years, but there were still a lot of small parts going on in the background including making new hubcaps, handles, repairing lights etc , casting the trunk rack and fittings and most importantly building an English Wheel. New house done I started on the body with the first task to be the cowl and windscreen then the floor and inner guards. A bit of practice and a crash course via video and I was wheeling up panels in no time. Not all of them made it on to the car but as it progressed I became quite pleased with the results. I would have to say that no part of the car so far has been easy but with perseverance and attention to detail you seem to get there in the end. The doors have by far been the most challenging. They needed to be lengthened by 5" and a new panel created above the swage. The door frames needed the bottom halves rebuilding as they had rusted away. I have also made the vent windows and the window frames.

This model has both a Boot and a Rumble seat and these are the final two panels to be completed. After this the guards need to be repaired (not a huge job) and then final preparation for painting I have recently imported a complete engine kit from Kanter and the machining work will begin shortly. A new set of 700.16 W/W radials also sit on the shelf.

The picture at bottom of next page, which is off an original 1935 Sales Brochure has been the driving force. Having the use of Brian Taylor's '38 and a drive in Terry O'Leary's '36 at Napier this year was also very inspirational. Thanks Brian & Terry

THE PARTS!! SUE'S FAVOURITE



Dallas built his own wheeling machine

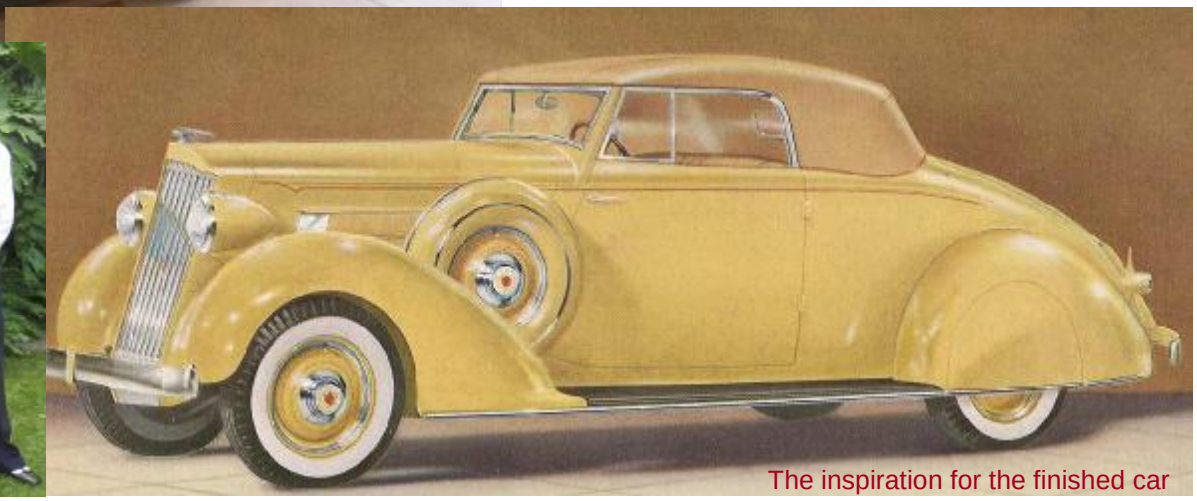
We are working towards having the car at Art Deco Weekend in Napier for 2010

…….Dallas & Sue McNeil

AS FOUND IN WHANGAREI

Completed chassis waiting for engine and body

All panels from the windscreen back, and the floor, have been wheeled up by Dallas on the wheeling machine he made. *What a wonderful job Dallas has done so far - we cannot wait to see the finished car - Ed*



The inspiration for the finished car

A crowd scene in the Art Deco parade following Brent & Lou's 1937 115 conv' coupe, taken through the window of Malcolm & Terry Dean's 1928 Reo Wolverine boattail. Top Right: Brent & Lou Mathieson with their lovely 1937 115 conv' coupe.

Graeme & Pam Giocometti's 1934 Super 8 conv' coupe above, with Nelson & Christine Taylor's 1933 Super 8 Victoria coupe below.

Dallas & Sue McNeil, with their friends, Dennis & Shirley Williams had the use of Brian Taylor's 1938 110 Packard sedan for the week-end.

Right: 1939 Packard 110 sedan belonging to Andy Lowe. The chap on the right has recently purchased Dennis Mitchell's 1939 Packard sedan.

Left: Brian & Margaret Taylor's 1937 115 conv' coupe.
Below, Val Flexman with Editor Terry Dean.
Bottom left showing crowd scene on Friday evening.

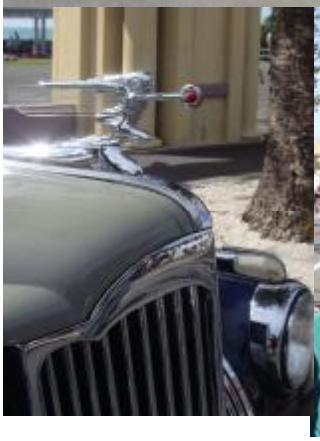
The gals—Lou Mathieson & Editor Terry.

Terry O'Leary's 1936 120 conv' coupe and Steve Flexman's 1939 120 conv' coupe'

Below: Lovely Bakelite dash on '41 110 coupe

Left: Judith Browning in their 1927 Packard Roadster. Right: Dean's 1928 Reo Wolverine boattail & Browning's 1927 Packard.

Clockwise from right: Richard & Clare Sainsbury's 1938 V12 limo, Stuart & Val Flexman's 1941 160 conv' coupe, Stuart & Val with their 160, Hood ornament on Mackereth 1941 110 coupe, Vaughn & Helen Mackereth's 1941 110 coupe



Neil McMillan's 1939 at the Niagara Falls (a local copy of the Original) in the Catlins!!!

The air-force Red Checkers aerobatic team provided wonderful displays over the weekend. We were privileged to have breakfast with one of the pilots, Dan, and his wife, Paula, seen below right .

Right: Dallas McNeil & Malcolm Dean enjoy a drive in Terry O'Leary's 1936 120 conv' coupe.

Neville Smith and Captain Murray Tuffen, Commanding Officer of HMNZS Resolution, which berths at Napier each Art Deco weekend, sitting in his 'new commission' - our 1928 Reo Boattail. He tell me his 'Resolution' commission has only a few months to go. He seemed more than happy to take command of this smaller craft!!! .. *Ed*

Queenstown Auto Show'

Our members—Tony and Jane Devereux won - 1st in the Vintage Section,(1927 343 roadster)
Robert and Lynette Duncan - 2nd in the Post Vintage section (1932 V12 Phaeton)

*Also..*Robert came 1st in the People's Choice and Tony 2nd in People's Choice. Congratulations.

This very useful technical article reproduced from 'The Packard Cormorant' magazine Autumn 1995—number 80

A History of Packard Engine Numbers

As the years pass, correct engine identification becomes increasingly critical and difficult. This will help.

TEXT BY DARVIN KUEHL, CHARLES BLACKMAN & GEORGE HAMLIN

THE following listing of engine (aka "motor") numbers is believed accurate, but some errors may exist and corrections are welcome. It should also be noted that replacement engines and short blocks were offered as the need arose. When inventories of like engines became exhausted, Packard supplied whatever was available. Thus, the engine number should not be the only method used to determine the authenticity of a particular car.

The importance of recording engine numbers is twofold. First, along with the serial number, it will help roster keepers determine actual production of body types and avoid duplication of cars already recorded. For example, all 1938 Packards had a decal instead of the brass or aluminum stamped patent plate, affixed to the front side of the dash as on other model years. Today most of those decals have disappeared, and it becomes very difficult to identify the car by the usual method of recording the production number. Hence, the need for engine number ID. The "Theft Proof" number stamped in the front of the dash can also be used for identification on the 1938 model cars.

Secondly, engine numbers can be used (when applicable) as an additional means of identification on judging forms at all National Meets. Packards that have incorrect engines can be readily identified on the form as non-authentic cars. Example: a Packard with a Cadillac engine, and/or a rebodied car that has been misrepresented as original. Other means of identification would also be necessary in this last scenario.

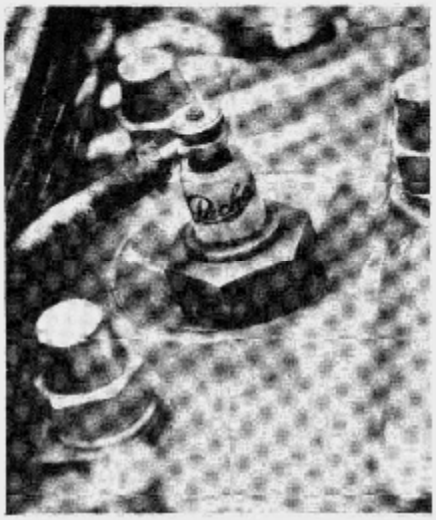
ENGINE NUMBERS SHOWING MODELS

Engine Numbers Beginning	Ending	Models
A30	A39	B
C30	C40	C
200	360	F-K
500	n.a.	L
1000	n.a.	N
2003	2729	S
3003	4134	U
5006	6311	UA
6481	7086	UB
7501	8999	UBS
9001	9801	NA
10000	11999	NC
12001	12837	NB
13001	13518	UCS
15001	15999	UD
16000	16884	UDS
18801	19176	NC
20001	23000	UE
26001	27000	NE
23001	26000	12-48

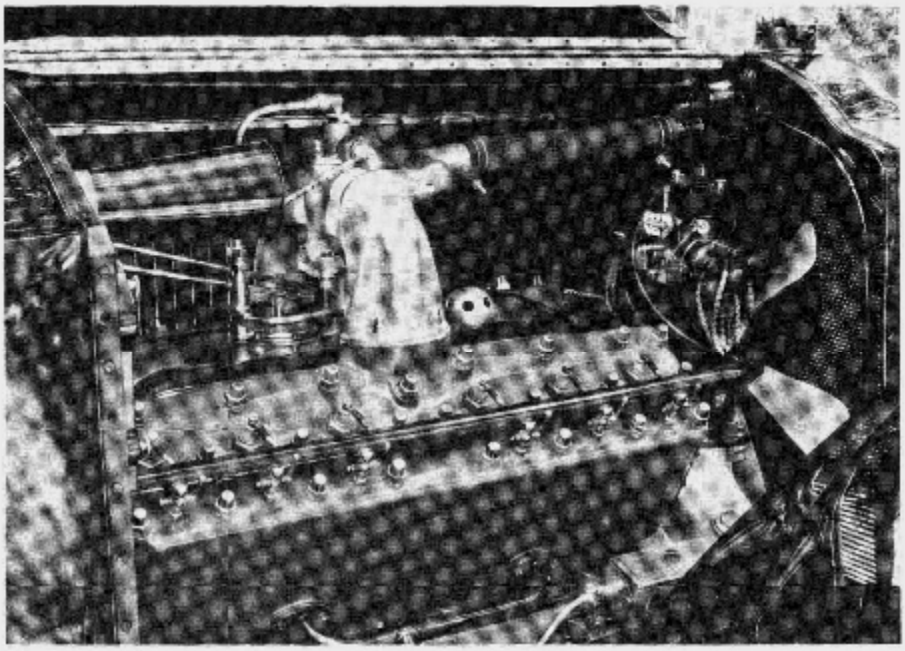
Beginning	Ending	Models
35026	37999	13-48
38000	42000	1-38
50026	52000	14-48
53026	56000	2-38
63026	66000	4-48
75026	76999	3-38
78026	78586	5-48
80000	87787	125-135
125051	150000	225-235
150051	168433	325-335
30	8842	116
9000	35942	126-133
37000	48917	226-233
49501	90463	326-333
95007	120407	426-433
125013	166776	526-533
166942	166999	626 Spd Str.
167001	178879	640-645
179001	184000	740-745
184003	184120	734 Spd
184501	187508	740-745
188001	191345	840-845
193051	194708	903-904

Beginning	Ending	Models
200001	208428	136-143
208997	219002	236-243
220007	224511	336-343
225013	232815	443
233017	276166	626-633
277013	305283	726-733
320001	332111	826-833
340051	347720	901-902
360009	366794	900
370001	373010	1001-1002
374001	379148	1100-1-2
385001	390301	1200-1-2
390501	394505	1400-1-2
395501	401336	1500-1-2
750000	751327	1003-1004
752001	753946	1103-4-5
755001	756540	1203-4-5
757001	758360	1403-4-5
900001	900584	905-906
901001	901548	1005-1006
901601	902587	1106-07-08
903001	903857	1207-8
904001	904719	1407-8
905501	906841	1506-7-8

Beginning	Ending	Models
X-1501	X-26701	120-A
X-27501	X-82637	120-B-BA
X-100001	X-150267	120-C-CA-CD
X-100001	X-150267	138-CD
T-1501	T-67104	115-C
A-1501	A-31660	1600
A-300001	A-322751	1601-1A-2
A-500001	A-502527	1603-3A-4-5
A-600001	A-600621	1607-8
B-1501	B-27541	1700
B-300001	B-319537	1701-1A-2
B-500001	B-506023	1703-3A-5
B-602001	B-602497	1707-8
C-1501	C-64111	1800
C-300001	C-328320	1801-1A
C-500001	C-507697	1803-3A-4-5
CC-500001	CC-507697	1806-7-8 ***
D-1501	D-36327	1900-DE1900-T1900
D-300001	D-317238	1901-1A
D-400001	D-416680	1951
CD-500001	D-503371	1906-7-8 ***
D-500001	CD-504550	1903-3A-4-5
E-1501	E-12906	2000-10-20-23-30
E-300000	E-319359	2001-1A-11-21
CE-500001	CE-503371	2006-7-8 ***
E-500001	E-503371	2003-3A-4-5-55
F-1501	F-14690	2100
F-300001	F-318423	2101-2111
F-500001	F-504694	2103-06-26
F-15001	F-25xxx	2100-30
F-35001	F-42646	2100-30 *
F-320001	F-332010	2111
F-506001	F-521551	2103-06-26
G-1501	G-4100	2220-40 ****
G-200001	G-203000	2201-11
G-400001	G-430000	2202-22-32
G-600001	G-612000	2206-25-33-13
H-200001	H-290000	2301
H-400001	H-416000	2302-22-32
H-600001	H-603000	2306-33-13
J-200001	J-280000	2401 (200)**
J-400001	J-425000	2401 (250)**
J-400001	J-425000	2402-13
J-600001	J-610000	2406
K-200001	K-2s0000	2501-13
K-400001	K-424420	2531-02
K-600001	K-604169	2506
L-200001	L-250000	2601-13-33
L-300001	L-330920	2611
L-400001	L-418552	2602
L-600001	L-607829	2606-26
M-200001	M-202000	5400-33
M-300001	M-30xxxx	5401-11-13
M-400001	M-402638	5402
M-600001	M-605618	5406-26-31



We have run these photos of the engine of Davis Phinney's remarkable 1919 Twin Six (TPC #10) *several times, but we just can't resist: a remarkable combination of good light, good luck and a steadier than usual hand by the editor.*



Most 1955-56 models used the same serial and engine numbers. Some evidence indicates that on later engines they did not match and the Utica plant number was put on the boss.

Footnotes

*Numbers on the 1947 2100, 2130 cars go to F25xxx and then jump to F35000 with the introduction of a "beefed up engine." The "x" in the ending production numbers indicates unknown production.

**Larger engines could be optioned into the 200s/Clippers.

***1940-41-42 Custom One-Eightys carried a second prefix, a "C" for Custom in front of the engine number. There was only one sequence of engine numbers for the One Sixty & One Eighty. Only the differentiation of the "C" indicates the placement of a particular engine in the sequence in a One Eighty chassis.

****A few cars were listed as 2320-5 within this engine range.