



*Packard*



# PELICAN PAPERS

WINTER 2019



THE QUARTERLY NEWSLETTER OF  
NORTH ATLANTIC PACKARDS  
A Region of Packard Automobile Classics, Inc.



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## Pelican Papers, Winter 2019

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A Region of Packard Automobile Classics Incorporated






Editor: Drusilla Carter

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# North Atlantic Packards

## 2019 Activity Calendar

<i>date</i>	<i>activity</i>
April 24	<b>Studebaker Club, Ocean Bay Chapter April Meeting</b> Volantes Farm, Needham The Club has invited us to join them for this event. Contact bobeliz_g@yahoo.com for more information.
May 19-21 	<b>Dust Off Tour</b> Salem, MA  Join us for a tour of the historic Salem, MA area, including the beautiful seaside town of Gloucester. The host hotel will be the Holiday Inn & Suites in Peabody, MA. (More information is available on page 6 of this issue)
July 7	<b>Bay State Antique Auto Club 48th annual Antique Car Show</b> Endicott Estate, Dedham MA
July 21-22	<b>Misselwood Concourse</b> Endicott College, Beverly MA
July 22-27	<b>PAC National Meet</b> West Lafayette, IN
August 	<b>NAP Summer Picnic</b> Bloomfield, CT
September 	<b>Covered Bridge Tour</b> Vermont
October 9-12	<b>AACA Eastern Division Fall Meet</b> Hershey, PA
October 20	<b>Studebaker/Packard Day</b> Larz Anderson Museum, Brookline MA
November 	<b>Tech Seminar</b> Parker's Packards, Holden MA
December/January 	<b>Holiday Banquet</b> Details TBD



## Director's Comments

Happy New Year! I am very excited to address the NAP membership for the first time as Director. I have been happy to serve in the past as Membership and most recently as Vice Director under Dave Robinson. Dave has been an excellent steward of the hobby, always involved, always helping us all out and North Atlantic Packards was lucky to have him serve two terms as Director. I look forward to his guidance as I ease into my new role.

We are looking to start off 2019 strong with an incredible Dust Off Tour put together by our Activities Director, Joel Stern. Please keep your eyes and ears open for emails and calls (if we're lucky we may be treated to the creative call stylings of Tom Hickey and Bob Nuss again!). The Dust Off Tour will also serve as our first Membership Meeting for 2019. Sign up, invite friends and family and let's continue to grow this hobby!

We had our first Board of Director's meeting at Parker's Packards on February 24th. All of the board members attended (with the exception of Joel who was on the beach relaxing instead) and we had a very productive meeting.

Tom Hickey and Dave Robinson have agreed to review the NAP by laws as they haven't been revised since 2007. We have some decisions that we will be bringing to membership to vote on at a future date concerning yearly dues. Our treasurer, editor and membership directors also reminded us that we need updated membership forms back ASAP to update the roater. We also finalized the Activity Schedule for 2019 and I'm looking forward to seeing everyone out there once this snow melts.

Once again, our Board has been working hard to ensure that we keep the club moving forward. I thank them for their efforts in making 2019 a great year for North Atlantic Packards! Happy motoring all!

*Parker*

## HAVE YOU BUBBLES IN YOUR BRAIN?

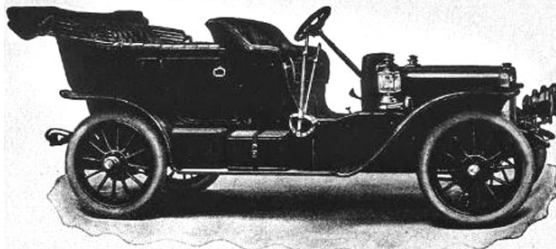
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## *From the Desk of* **Drusilla Carter, Editor**

It's almost that time of year again - time to dust off your Packards and get them ready to hit the road. After all, you need to have those cars ready for our Dust Off Tour in May.

If you need a warm-up activity before joining us for the Dust Off, please note that our friends in the Ocean Bay Chapter of the Studebaker Club have invited us to join them for their April meet. You'll find information on that in the calendar on page 3.

As ever, please send me your articles, photos, and stories for this newsletter. The Pelican Papers is only as good as our members make it! Since I will not be able to attend the Dust Off or the National Meet this year (pesky job, getting in the way), I will especially need a volunteer to provide articles on those events.

And finally, please welcome the newest members of our club:

Robert Metafora of Dover MA  
Eugene Wescott of South Reading MA  
Bill Beardsley of Marion MA

Happy Packarding!



- Drusilla



# Dust Off Tour

May 19-21, 2019

Hello Fellow Packard Enthusiasts,

Building on the overwhelming success of our past two years' Dust Off Tours, we have put together a tour venue that will take place in the picturesque and historic areas of the North Shore of Boston.

We will start with our lodging conveniently located on Route 1 in Peabody. The Holiday Inn and Suites has a Bertucci's Restaurant and Bar attached to the property. Within 10 minutes of the hotel is a Steak House, Asian Cuisine, Mexican Restaurant, American Food Restaurant, Seafood Restaurant and at least two other Italian Food Restaurants. So, if you arrive early on Sunday, May 19, 2019, you can dine at a restaurant that will suit your palate.

On Monday, May 20, we shall drive to historic Salem, Massachusetts. We have reserved parking for 30 Classic Automobiles at the famous House of The Seven Gables. We shall then tour the property. From there, we shall drive to Gloucester, Massachusetts, a fishing port of historic significance. We shall stop at the Gloucester Fisherman's Memorial and then at a fairly new memorial that was erected to honor and remember the Fishermen's Wives Memorial. From there we shall drive to the Seaport Grille where once again, we have 30 reserved parking spots, located behind the restaurant. We shall order from a menu specifically arranged for our group. The dining room overlooks a part of the waterfront.

After lunch we have a scheduled tour of the Maritime Museum. This museum offers very interesting exhibits and, as can be expected, has many historic references to the areas' fishing history. From there, we drive on a scenic tour of both Gloucester and the wonderful town of Rockport hugging the shoreline and taking in all the beauty that it offers.

Monday evening, at 6:30 pm, located in a banquet room at the hotel, we will be having a "cocktail hour" complete with a selection of hors d'oeuvres and a cash bar. Afterwards we have a wonderful dinner prepared that will be served buffet style. A drawing of door prizes shall commence after dinner. A five minute break will then occur with our General Membership Meeting to follow. The evening should conclude by 9:30 pm.

Tuesday morning, May 21 the festivities continue with a drive to downtown Salem. The City of Salem is holding 30 parking spots for our group on the roof of the public parking garage. A short walk away is the wonderful 1629 Witches' Museum. The exhibits are extremely well done, informative and will hold your attention throughout the tour as you either renew or discover the history of the witches of Salem. After the tour, we have 2 hours of time that you can take to walk and explore the area and sit to enjoy an afternoon lunch. From there we return to Gloucester where we have a scheduled visit at the Hammond Castle. This will be an exciting tour. The museum was built and decorated to resemble a real European Castle. The completion of the tour of the castle, will be the conclusion of our tour. This should be around 4:00 pm.

This year we have invited our friends from the Ocean Bay Chapter of the Studebaker Drivers Club to join us. We are hoping to have a wonderful group assembled to participate and celebrate our vintage automobiles. We look forward to your participation and encourage an early response so that the proper number of hotel rooms, meals and tour group sizes can be established.

Get in touch with the Holiday Inn & Suites at 976-536-3550 as soon as possible and ask for the special rate being given to the North Atlantic Packards. Reserve your room now! The rate for the room is \$144.09 per night which includes a very complete buffet breakfast.

Robert Nuss, our Treasurer, will be collecting dollars, in advance, for our tour exhibits. The cost of Monday's participation with the tour and dinner meeting is \$110.00 per person. The cost to attend Tuesday's events is \$15.00 per person. Do the math and kindly send in your payment to:

Mr. Robert Nuss 764 Route 6A Yarmouth Port, MA 02675

Start dusting off those cars and take out the polish. See you there!



## November 4<sup>th</sup>, 2018 North Atlantic Packards Tech session.

Text – Fran Mayer

Photos – Joel Stern

The NAP membership was graciously invited to attend a Tech Seminar at Parker's Packards in Holden, MA on Sunday November 4<sup>th</sup>.

The Tech Session was divided into 2 topics. Our host, Parker Roaf, took the first topic –

“Packard Water Pumps – Their Care and Feeding”.

Parker started with a review of the 4 basic water pumps that Packard used from the late teens through the end of Detroit production in 1956.



He discussed the refinements that took place as Packard engineers honed their product to improve reliability as well as serviceability while he passed around examples of Packard water pumps through the decades.



Parker also talked about the maintenance that the different eras of pumps require. For example, don't look for pump shaft bearing adjustments on your 1955 Packard Clipper, however if you don't look for the same adjustment on your original 1929 Packard 640 pump, you and your wallet may regret the oversight. We all felt “pumped-up” at the end for the session.

The second topic for presentation –

“To Stop, or Not to Stop, Give Me a Brake”

was offered by Master Mechanic Josh Hartwell (appearing daily at Parkers Packards). Josh was aided by the AMMCO twins: Brake Lathe and Brake Shoe Archer....vintage machines of the automotive brake trade. Josh first started the demo with an extended setup operation of a “brand X” drum on the brake drum lathe.

We came to the conclusion that the setup would have gone smoother had Josh chosen a certified Packard brake drum – known for superior performance☺.



Once the setup was completed, he operated the lathe, cutting a new braking surface on the face of the drum. Although automatic, this process is tedious as each time the cutting tool of the lathe makes a pass, only a minute amount of metal is removed. Several passes of the cutting tool are usually required. The drum must be measured after each pass of the cutting tool to be certain that too much metal has not been removed. There are limits as to how much metal can safely be removed from a brake drum and still have the brakes operate safely.

Josh then moved our focus on to the brake shoe arching tool. When brake drums are turned and metal is removed from the drum, a different relationship between that newly turned drum and the brake shoes is created.

The shoes must be arched to match the new circumference of the drum so that the shoe contacts the drum evenly and completely all the way around the drum. Correct brake shoe arching might mean the difference between applying the brakes and coming to a reliable safe stop and the need to remember prayers before each stopping event in your Packard, or other fine automobile. This concluded the “tech” session.

Both Parker and Josh received a round of applause.

A fine buffet lunch was provided after which we all met for the Membership Business meeting. We adjourned at 2:00 PM. Thank you Parker and Josh for most enlightening presentations!



## A Simple Yes or No? by John Washburn

This article was brought about by a simple email from a friend who owns a world-class auto restoration shop in Castle Rock, Colo. He was finishing up a restoration of an Auburn, and wanted something...

The question was, did automobile gas, in the late '20s and '30s, have a red tint to it? Seems like an easy question that can be answered with a yes or no! I will try to answer the question, but there is so much more!

A disclaimer! This is not a technical article on gasoline nor tetraethyl lead. This is more an examination of the sociological and political events surrounding the decision to add lead to gas in 1921. In December 1921, Charles Midgely Jr., who worked for Charles Kettering, first at Delco and later GM, discovered the antiknock properties of tetraethyl lead. It was then found that tetraethyl lead when added to gasoline left solid deposits on valves and other internal parts of the engine. Not a good thing.

The chemists soon found that by adding bromine (chemical element with the symbol Br and atomic number 35) to the mix eliminated these solid deposits. The interesting part is that **bromine at room temperature is a red brown color.** Bromine is a rare earth element and they could not find it in any quantity to fit their growing need. Luckily, it is not rare in the ocean, and Midge and others found a way to process bromine cheaply from brine pools in the United States. Problem was solved.

On Feb. 2, 1923, the first filling station opened in Dayton, Ohio, that sold Ethyl gasoline, which was reddish-looking as it came out of the pump. As expected, folks flocked to Ethyl stations to buy the new gas, since it dramatically improved performance. The next step in our story is in 1924, when GM and its largest shareholder, DuPont, along with Standard Oil of New Jersey (now Exxon/Mobil), in a joint venture, created the Ethyl Corp.

Kettering and Midgely Jr. at this point were working for GM, and, along with the Ethyl Corp., touted this new improved gasoline as

the greatest improvement of all time. This group also suggested it might be the only economical resolution. This would save the auto industry, since it eliminated engine knock and improved performance dramatically. Others were not so joyous about the introduction of lead into gasoline.

In the 1920s, lead poisoning was well known, and the symptoms were easy to identify. Many in the healthcare field did not believe that there would not be health problems when lead was added to gasoline. In October 1924, this issue became real when workers in the Standard Oil refinery in Bayway, N.J., went violently insane after making leaded gasoline. Seven men died and 33 were hospitalized. Later, 10 more died at the DuPont facility and a couple more died and 40 were hospitalized in Dayton, Ohio, due to lead poisoning. The various corporations denied it was lead poisoning and suggested that the men had worked too hard, thus causing the problem.

The Ethyl Corp. and Kettering denied that lead, in such small quantities, caused any harm. They also did not address the concern that alternatives were available to stop the knock/ping problem. It seems that Sun Oil Co. and Arco were both marketing alternatives to the lead additive. Another alternative, one we know today, is ethyl alcohol. This chemical mix when blended in a 10-20 percent volume with gasoline produced the same effect as Ethyl. Earlier, in 1908, Henry Ford's Model T ran on alcohol, called ethanol fuel. So, ethyl alcohol had been around for 12 years prior to the addition of lead in gasoline.

The public outcry reached its height, fostered by health officials and the medical community, when New Jersey closed the Bayway refinery in November 1924. Earlier in that year, New York City, Philadelphia and New Jersey banned the sale of leaded gasoline.

1925 saw the debate rapidly decline. The Ethyl Corp. and Kettering and Midgely Jr. had convinced the public that lead was the only viable alternative to the knock problem. One should also consider it was the cheapest alternative, and Ethyl was going to make a lot of money off it. GM and Standard finally sold their interest in the Ethyl Corp. in 1962. Tetraethyl lead was eventually banned in

gasoline for a lot of the same reasons health and medical folks fought it, starting in 1921.

The answer to the question is, yes. Ethyl did have a reddish-brown tint in the early days, probably due to the addition of bromine. The addition of lead had a lot of advantages and even more disadvantages, especially when cars flooded the roads after WWII. But that is just my opinion. I used a lot of different sources for this story, but the main article is listed below. If you are interested in reading more on this, I would suggest, for a start, going to:

[environmentalhistory.org/billkovarik/research](http://environmentalhistory.org/billkovarik/research).

John Washburn of Elizabeth, Colorado., winner of the CLC's 2018 Maurice Hendry Award for Journalistic Excellence, can be contacted via email at:

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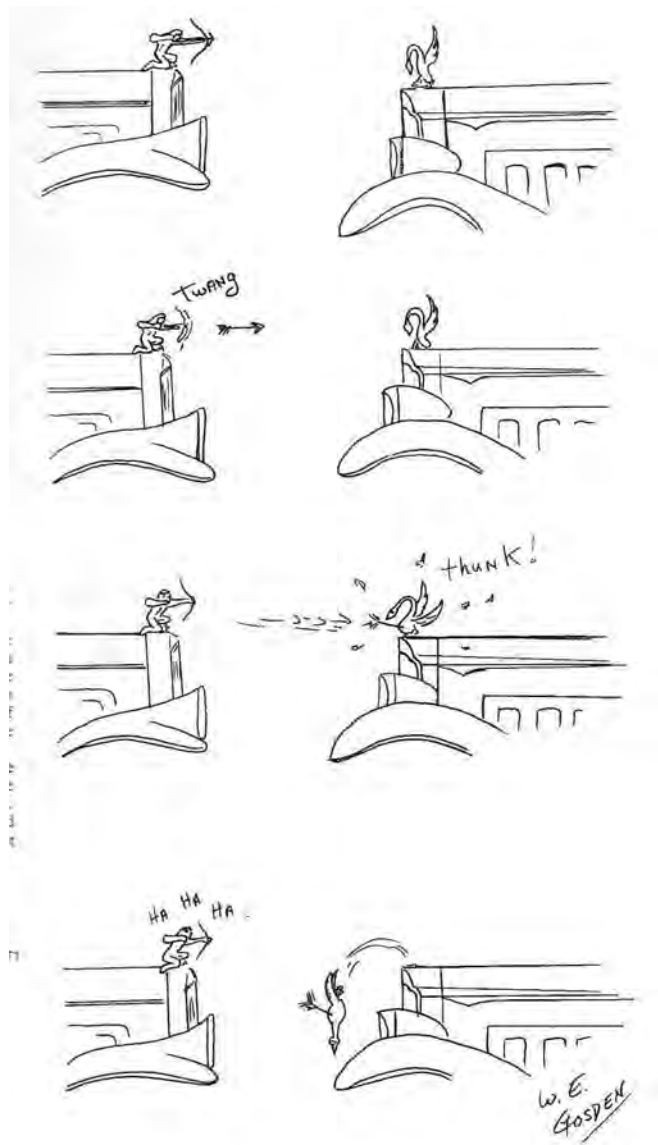
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