



Packard



PELICAN PAPERS

SPRING 2021



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



North Atlantic Packards 2021 Officers

Director:
Parker Roaf
83 Glenwood Place
Rutland MA 01543
Home: 781-760-2566
parkerspckards@gmail.com

Vice Director:
Fred Breimyer
35 College Rd
Wellesley MA 02482
Home: 781-237-4888
fbreimyer@gmail.com

Secretary:
Fran Mayer
502 Bloomfield Ave
Bloomfield CT 06002
Home: 860-242-3625
patrician56@sbcglobal.net

Treasurer:
David Robinson
PO Box 480
Saxtons River, VT 05154-0480
Home: 802-869-2891
robins@david-robinson.net

Editor:
Drusilla Carter
13 Falknor Dr.
Manchester CT 06040
Home: 860-634-7519
packardgirl@hotmail.com

Membership:
Sheri Roaf
83 Glenwood Place
Rutland MA 01543
Home: 508-405-6553
sheri.roaf@gmail.com

Activities:
Gene Wescott
1169 Twenty Mile Stream Rd.
South Reading, VT 05153
Home: 802-484-9795
gandgwescott@outlook.com

Past Director
David Robinson
PO Box 480
Saxtons River VT 05154-0480
Home: 802-869-2891
robins@david-robinson.net

2021 Board-Appointed Positions

Web Master
Drusilla Carter
13 Falknor Dr. Manchester CT
06040 Home: 860-634-7519
northatlanticpackards@gmail.com

Historian
Scott Raswyck
6 Riverview Cir
Litchfield NH 03052-2470
Home: 603-883-0956
razzy22@myfairpoint.net

Asst Editor
J. Eric Robinson
PO Box 480
Saxtons River VT 05154-0480
Home: 802-869-2891
erobins@david-robinson.net

Technical
Paul Aldrich
89 Concord St
Maynard, MA 01754-1236
Work: 978-466-1471

Sunshine Person
Debi Kandzierski
79 Gibson Hill Rd.
Sterling, CT 06377
Home: 401-639-4622
debikandzierski@gmail.com

Regional Contact Members

Connecticut:
Drusilla Carter
860-634-7519
northatlanticpackards@gmail.com

Maine:
Don Russell
207-781-2984
drussel6@maine.rr.com

Massachusetts:
Parker Roaf
781-760-2566
parkerspckards@gmail.com

New Hampshire:
Gerald Faneuf
603-736-5575
gfaneuf@myfairpoint.net

Rhode Island:
Joe Scanlan
401-253-7083
joescan@verizon.net

Vermont:
David Robinson
802-869-2891
robins@david-robinson.net

Pelican Papers, Spring 2021

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Editor: Drusilla Carter
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North Atlantic Packards

2021 Activity Calendar

date *activity*

Due to the ongoing pandemic, our event planning for 2021 will be "as it goes." Stay tuned to the emails from the club and to our Facebook page for updated information.

Looking forward to PAC National Meets:

2021 CANCELLED AND RESCHEDULED

2022 –PAC National Meet in “Old Town,” Alexandria, Virginia (week of July 4th)

2023– PAC National Meet in Rohnert Park, California (June 29–July 3)

2024 – PAC National Meet in Brookfield, Wisconsin

2025 – PAC National Meet in Conway, New Hampshire (last week of June)

2026 – PAC National Meet in Tennessee





Director's Comments

Hello all,

Hopefully everyone is getting as excited for spring as we are. Winter is finally behind us and the warmer weather has started showing itself, as I see more birds, insects and old cars roaming about. With vaccines being administered and businesses opening back up to some capacity, I'm hopeful that we can get back out with our Packards and enjoy each other's company.

We have received most renewals at this point, but we are still missing a few. So please get those in soon. You will have noticed that this year's renewal was discounted due to the fact that the club had no events last year. We appreciate everyone sticking with us and hope to have some driving events later this year. We will keep you posted. Meanwhile I hope that you have or will have an opportunity to get out this spring and drive your cars. Remember it doesn't matter where you go, Just get out and drive them.

- Parker

North Atlantic Packards accepts advertising from members and nonmembers for publication in the *Pelican Papers*. Rates and information are below.

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1 page	\$150
1/2 page	\$100
1/4 page	\$70
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Members - Personal

Text Ad	Free
Pictures Add	\$10

Nonmembers

Text Ad	10 cents a word (\$10.00 minimum)
Photo Add	\$10

Checks payable to:

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c/o David Robinson
PO Box 480
Saxtons River, VT 05154

From the Desk of
Drusilla Carter, Editor

Happy spring - hope all of you have started to dust off your Packards and get some road time in now that the weather is thinking about warming up.

For those of you who are looking for some additional Packard reading (maybe until allergy season has eased off a bit?), the Packard Club has announced that they have digitized editions of the *Packard Magazine*, published between 1910 and 1931 by the Packard Motor Car Company. You can find them on the club website at <https://www.packardclub.org/page/packard-magazine.php>

And on a sad note, some of you will have heard that Bud Juneau lost his battle with brain cancer last month. Bud served as a PAC board member for 59 years, as Membership V.P., Executive Vice President and President, and was V.P. of Publications for the past 42 years. He will be remembered as a gentle man who took on jobs within the club without drawing attention to himself. He will be sorely missed.

- Drusilla



789 Wachusett Street; Holden, MA • 774.578.0873 • www.parkerspackards.com



Audrain Tour d' Elegance

Article and photos by Sheri Roaf

Last October, Parker and I and some fellow club members were invited to attend the Audrain Tour d'Elegance. Due to Covid restrictions they were not able to pull off Motor Week or the actual Concours, so they moved ahead with a safe, socially distanced 60 mile tour around Newport.

It was a beautiful autumn day filled with an eclectic group of cars. We began along the water in Narragansett at sunrise and continued through to Jamestown and across the Newport Bridge into Newport. We weaved through the historic Ocean Drive and Bellevue Avenue and ended at Fort Adams State Park.

Our mighty steed for the day was a 1937 Packard Coupe. We were joined on this journey by club members Debi and Henry Kandzerski and their 1937 Packard Sedan and Tom Laferriere and Torrie Follet and their 1934 Packard Touring. We were joined by our friends Ted and Sandra and their 1932 Packard Sedan. A great day was had by all and Audrain did a fabulous job of pulling off a safe event during these Covid times.

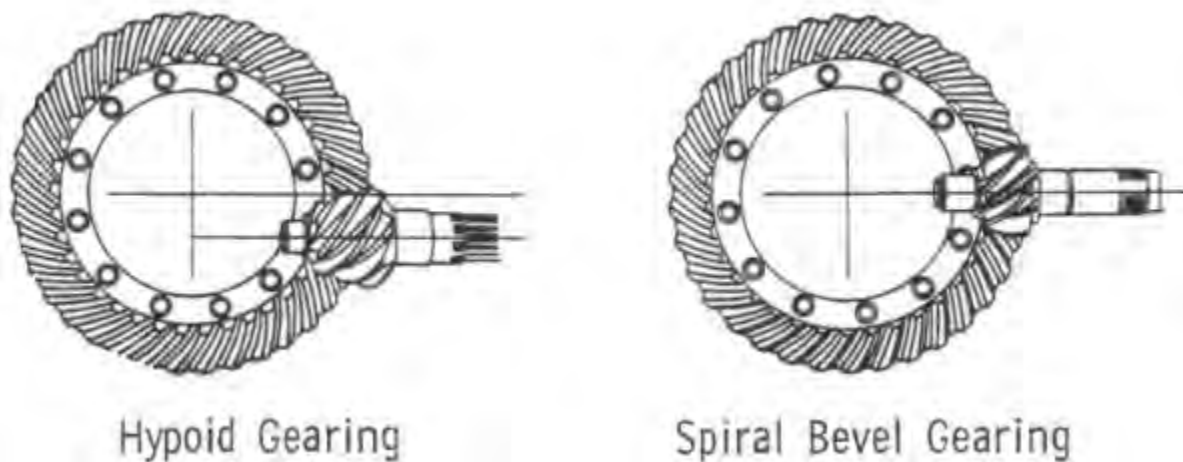


1926: Packard Pioneers the Hypoid Final Drive

Reprinted from macsmotorcitygarage.com

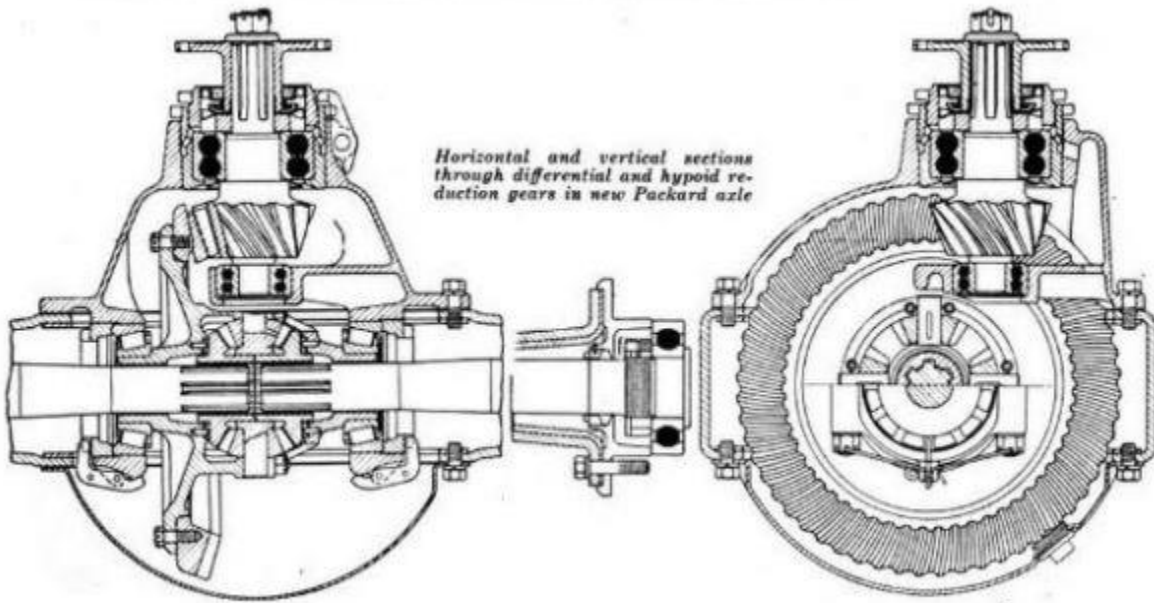
In 1926, the Packard Motor Car Company introduced the hypoid drive axle to the Motor City, and the rest of the industry wouldn't catch up for another decade.

This fact is often misplaced due to the company's sad decline in its final years, but in its heyday, Packard was known as an engineering company, famed in large part for its technical prowess. The Detroit automaker represented the cutting edge in engine development on land, sea, and air, and its engineering department was a hive of innovation. Because Packard produced only premium cars at premium prices, it could develop and market features that the other automakers, until they later achieved their vast economies of scale, couldn't begin to consider. One example is Packard's advanced hypoid final drive, which the company introduced in August of 1926 on all its passenger cars across the line.



Before Packard, the standard of the industry was the spiral bevel gearset, as shown above. This ring-and-pinion configuration is nearly ancient in origin and relatively simple to produce, but it does have some drawbacks, including classic gear whine and limited tooth contact area. The centerline of the pinon (driving) gear is directly on the centerline of the ring (driven) gear.

In 1925, the Gleason Gear Works of Rochester, New York came up with a rather similar looking—but in fact very different—type of gearset it named hypoid. (The term is short for hypocycloidal curve, which is the actual shape of the gear teeth.) These teeth are longer and more fully engaged, so they can carry more torque. The gear centerlines do not intersect. Rather, the pinion is offset from the ring gear centerline a significant distance, called *hypoid offset* or *hypoid distance*. Hypoid is significantly quieter than spiral bevel, since the gear contact is a mixture of rolling and sliding. In that regard the hypoid gearset has been described as a sort of cross between a spiral bevel and a worm gear, and the greater pressure loading between the teeth required improved, high-pressure gear lubricants.



Packard quickly seized on the innovation and negotiated permission to produce the gearset from Gleason, which also sold to Packard the sophisticated machine tools required to manufacture the complex profiles. The new final drive (above) employed a hypoid offset of two inches and this interesting detail: an additional support bearing on the nose of the pinion gear, like the Ford 9-Inch of many years later. The new drive was introduced in August of 1926 on Packard cars across the board: Fourth Series 426 and 433 six-cylinder cars and the Third Series 336 and 343 straight eights. (Third Series 336 Runabout below.) For the rest of the company's history, Packard used hypoid gearsets exclusively.

The rest of the auto industry did eventually accept the hypoid gearset, but not for another decade. The other automakers did not choose hypoid for its greater strength and reliability, or for its quieter operation, but because the offset pinion permitted a lower driveshaft—and thus a lower passenger floor and a lower roofline, the hot styling trend of the time. Chrysler adopted hypoid in 1935, followed by Cadillac and Buick in 1937, while Ford stubbornly clung to its old spiral-bevel V8 driveline until 1949.

Gene Wescott writes:

The glass piece on my '41 was broken a number of years back and I had a hard time finding replacements since Mr. Terhorst had passed away. I have the original and found a local glass shop in Claremont, NH to cut a blank for me. I ended up locating a business in Underhill, VT where the owner does laser glass etching. Members who need one will have to provide them with the glass blank already cut to shape and include whatever pieces they might have of the original. This will help him with the measurement of the distance between the lines and the number of lines needed on each side. The contact information for the business is:

Michael Perrault, ExactBuilt
2 Depot St., Underhill VT. 05489
802 899-1147
ExactBuilt.com

(Photo of the finished product is below)



PAC OFFERS ONLINE VOTING

By Craig Handley, PAC President

The PAC Board of Trustees is the governing body of the Packard Club. Each year a portion of the trustees is up for renewal along with any new candidates that the nominating committee has placed on the ballot for consideration. PAC members are encouraged to vote to either approve or disapprove every candidate on the ballot. In the past, voting was done by mail and that option is still available. A printed ballot will appear in the April Cormorant News Bulletin. The only change made for mail-in ballots this year is that they are to be sent to Cornerstone Registration instead of our Accountant. Votes postmarked by April 30 will be counted and all voters, whether mail-in or online, will be entered into a drawing for a PAC paperweight. Given the slowness of the postal system, we encourage you to vote online. Its easy and secure.

Go to <https://pacvote2021.cornerstonereg.com> and enter your last name and membership number to enable the computer to verify your membership status. Then scroll down and click on "Approved" or "Disapproved" for each candidate. Then click on the "Submit Vote" button at the bottom and you're done. The computer needs your last name and membership number (found on the mailing label of your News Bulletin) to verify your membership status and to enter you into the drawing. The computer will only report the people who voted and the number of votes each candidate received. It does not record how any individual voted.

It is our hope that the online option will encourage greater voter participation by making it easier to vote. Also, our members overseas can now vote and we encourage them to do so.



Congratulations to Kenny and Emily Freiner on the birth of their daughter Margaret Kendall Freiner!

'Sometimes the smallest things take up the most room in your heart.'

-A. A. Milne

CLASSIFIEDS:

PACKARD WANTED:

Looking to purchase a 1955 or 1956 Caribbean convertible. Prefer a vehicle that is not in need of lots of restoration but rather one that is in reasonably good condition.

Alan Zanotti, 22 Goodwin Road, Plymouth MA. 02360 africanimport@aol.com. Phone 508-320-8544.

PACKARDS FOR SALE:

1934 Packard 1100 Sedan \$49K USD

<https://www.hemmings.com/classifieds/cars-for-sale/packard-1100/2443919.html>

1927 Packard 526 Phaeton (black) \$80K USD

1927 Packard 433 Phaeton (black) \$115K USD

<https://www.hemmings.com/classifieds/cars-for-sale/packard/443/2439802.html>

Contact Tim English: timothy.j.english@gmail.com

A special thanks to those members who have made donations to the club in 2021:

Fred Breimyer and Adele
Langevin Tom & Torrie Burns
Francis Cain
Dack Chandler
Fred Dalton
Steve DeMarco
Will DeVries
John & Colleen Evers
Don & Diane Elmendorf
Brian Guarco
Les Herzog
John & Lisa Hill

Debi & Henry Kandzerski
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Tom Lundquist
Joseph & Maureen Morgan
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Joe & Anne Scanlan
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J. Drusilla Carter, Editor
North Atlantic Packards
13 Falknor Dr.
Manchester, CT 06040

