

Here and There in the Region - - - - -

Birthdays in July: Joe Howe 2, John Povinelli 5, Lucy Fields 9, Richard Hellbusch 12, John Ball 13, Martha Ferran 16, Leo Cullen 23 Sharon Briskman 24, Ellie Povinelli 27. Anniversary: Max & Lucy Fields 3. If I have missed anyone's birthday or anniversary, please let me know so I can include it in the future NewsNotes.

Normally July is not a busy month for our Packard Club, but this month has been a busy one. The Spoke and Wheel restaurant that we have been going to for the past almost 2 years has closed. There has been quite a lot of searching by some of our board members and the new site for our monthly meeting looks like it will be Mimi's Cafe which is next to the Desert Ridge Marketplace on North Tatum. 21001 North Tatum Blvd, Phoenix, 85050. Yes it is in North Phoenix and not as central as Jerry's Diner was. But there is a private room we can use and they don't charge for that. We still will get separate checks for our meals and it is said there is ample parking. We will still be meeting on the 2nd Wednesday of the month. So the next meeting will be Aug. 11th. Hope to see you there at our new meeting place.

John Ball had some great news! He just got married! The lucky gal is Linda Baldwin (Ball)! They were married July 1st and had a reception that was on July 17th. We wish them the best and hope to see them at our monthly meetings.

Mark Joy informed me that he is still working on his Packard. He decided to install new shocks, new front brakes and even do a brake fluid flush. Sounds like a busy job. He said the front shocks were a little different than the originals and had to adapt them to make them work. He did promise to send pictures and a story soon.

Your Ed. got a notice from the city of Chandler about the 48 Limo. It seems it's a code violation to have an 'abandoned or inoperable vehicle' on your property. Not even if it is being repaired or restored. I called the city and found I needed to get it registered, licensed and take it off the jack stands. All done and ok. So the car is now registered, licensed and back on 4 wheels.

There was no Monthly Membership Meeting this month but I can update what the AZ legislature is doing from the AAHC.

HB 2365: minimum vehicle speed; left lane. This Bill was dumped and the new Bill is now about Political candidates; address confidentiality Governor signed the Bill on 4/9/2021.

HB 2366: Criminal speeding This Bill did not go to the Governor.

HB 2436: Motor fuel taxes; No further action

HB 2437: Fuel: electric cars; hybrids; taxes; No changes since 2/3/2021.

HB 2758: Emissions inspection; collectible vehicles; dealers if the vehicle is at least 15 years old and used in car club activities and you have collectible car insurance. The Bill went back to the House on 3/18/2021 and then on to the Governor and he signed the Bill into law on 3/24/2021.

SB 1324: HOV lane; degradation; technical correction two or more occupants, M/C, public transport buses, alternative fuel vehicles or low emission and energy efficient vehicles. NO CHANGES AS OF 18 MARCH 2021.

SB 1460: ADOT; state motor vehicle fleet consider the viability of the state purchasing an electric vehicle. There are no further results to report as of 3/18/2021.

SB 1650: Transportation tax; election; gas tax another Bill designed to raise the fuel excise tax and place a fee on hybrid and full electric vehicles. As of today, the Transportation & Technology Committee has HELD the Bill. The Government and the Rules Committees have not voted either way on the Bill since 2/3/2021.

The Arizona Legislature passed a new budget for this year. The Legislature officially shut down at 4:54 PM on 30 Jun 2021.

PACKARDTIPS #47

THE LONG AND THE SHORT OF THE R11, A BRIEF HISTORY OF THE OVERDRIVE,

Packard first brought out the overdrive in 1939. This one-year model was known as the R7 and it was a mechanical unit, relying on centrifugal force to engage. This worked well but it thumped and you could not safely change into or out of overdrive with the car moving, except by using the kickdown switch. I assume there were owner complaints because in 1940 the R9 arrived, which was electrically activated and you could change from standard to overdrive and back with the car moving. It had a built in weak spot, however. The planetary was a three-planet unit, the drum it rotated

inside was a little light in design and the unit was held onto the main-shaft by a special washer and a Grade 8 bolt. What happens to most of these units is the bolt eventually loosens and allows the roller cage to slide backwards. Eventually the rollers will jam in the drum, cracking the drum. Then, the fragments of metal will be carried into the transmission and will take out either second or high gear because this always happens when the car is moving. Most of the damaged units I have taken apart have been destroyed in this way. I am not sure how long this takes, but if I have a transmission out for any reason, I always pull off the overdrive unit and check the bolt. I would say that 75% of the time it is either loose or just coming loose. I always retighten it using a new lockwasher and red Loctite 262. An improvement came along in the form of a four-planet reduction unit, usually used on the Super and Custom 8's, but they still had the bolt problem. If you have an R9 in your car and it hasn't been apart for, say, 5 years I would consider having it checked. If you can do this yourself there is no expense involved, but even if you have to pay someone it may be cheap insurance compared to replacing/rebuilding the whole transmission. In 1948 the short RII appeared. This was a significantly improved transmission, which eliminated all of the weak spots of the previous series. It was smooth and silent and a spring clip in a groove in the shaft replaced the infamous bolt. When I say short, I mean it was the same length as the previous R9 and as such is fully interchangeable. In fact, Packard issued a service letter in 1949 recommending that the dealers upgrade any cars that were having problems by installing an RII rather than repairing the R9. They also issued a conversion kit and included instructions for conversion in the garage manual. Midway through 1949, the Ultramatic was introduced. Because of the size and weight of this unit, the motor and transmission mounts were relocated. Instead of being at the front of the engine and on each side of the transmission, they were on each side of the engine and at the back of the transmission. In order that one set of mounting points would work for both standard and automatic equipped cars, a long tailshaft was added to the RII as well as the standard transmission so that they are the same length as the Ultramatic. This unit ran through 1956 with the change to 12 volts in 1955. This makes the short RII a 1 1/2-year transmission, which explains why they are hard to come by today.

If you need to replace the bearings or seals the numbers are:

Bearing, long shaft - 207-L

Bearings, short shaft- 207 (2)

Rear Seal, long shaft - 473235Nat.

Rear Seal, short shaft - 473455 Nat.

Control shaft seal - 16x24x6 Nat.

The control shaft seal is the same on both units. This is the closest off the shelf seal available but it requires a slight modification. It is a metric seal so it is fully coated with neoprene. Its outside diameter is slightly large, so take it to your grinder and, using the wire wheel, gently reduce the diameter by 'buffing' off about half the coating. Coat the outside of the seal with RTV sealer and drive it in. When reassembling, use Loctite 515 sealer in place of the gaskets between the transmission, adapter and the overdrive units.

Well, that's the long and short of it.

Packard Recommended Service Procedures and Intervals

Series	oil & filter Change	Steering & suspension Pressure gun	wheel bearings repack every
1930-39 models	> essentially the same as the		1940-50 models <
1940-42 models	1k-2k	1k miles	F10k, R 30k
1946,7 models	1k-2k	1k miles	F10k, R 30k
1948-50 models	1k-2k	1k miles	F10k, R 30k
1951-3 models	2k miles	1k miles	F10k, R 30k
1954 models	2k miles	1k miles	F10k, R 20k
1955 models	2k miles	1k miles	F10k, R 20k
1956 models	2k miles	1k miles	F10k, R 20k
	<u>S</u> td./OD & <u>U</u> ltramatic change fluid	oil bath air cleaner change oil	rear end change fluid
1930-39 models	> essentially the same as the		1940-50 models <
1940-42 models	annually	1k miles	annually
1946,7 models	annually	1k miles	annually
1948-50 models	<u>S</u> annually	1k miles	annually
1951-3 models	<u>U</u> 25k miles	1k miles	annually
1954 models	<u>U</u> 25k miles	1k miles	annually
1955 models	<u>U</u> 25k miles	5k miles	annually
1956 models	<u>U</u> 25k miles	5k miles	annually



On The Calendar...

OPPORTUNITIES IN 2021

- July xx** No meeting too hot
- Aug 11** Board & General Membership Meeting. ***
- 28** TC Eggington's breakfast and go to Streetside Classics.
- Sep 8** Board & General Membership Meeting. ***
- 25** Library Tour II
- Oct 13** Board & General Membership Meeting. ***
- 28-30** Flying E Ranch
- Nov 10** Board & General Membership Meeting. ***
- 13** Multi car club breakfast
- Dec 4** President's Dinner
- ***** Mimi's Cafe, 21001 North Tatum Blvd, Phoenix, 85050

We have a new restaurant to hold our meetings at!

Because the Spoke & Wheel closed,
we needed to find a new place to meet.

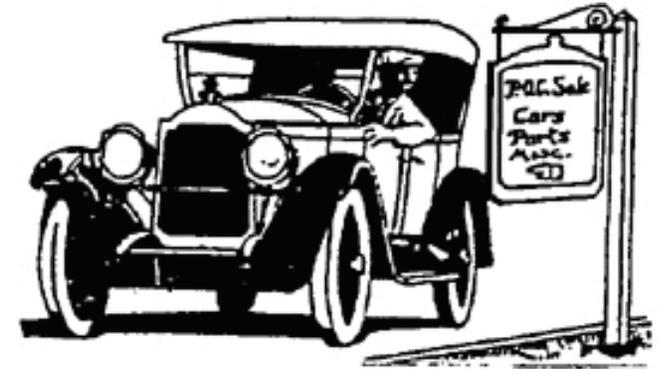
With thanks to Idan Greenberg and Robert McAtee
a new place was found!

On Aug 11th, come on up to Mimi's Cafe in north Phoenix.

21001 North Tatum Blvd, Phoenix, 85050

We will be eating at the same time, 6pm
and the meeting will start at 7pm!

We look forward to seeing you there!



Marketplace

For Sale:

1929 633 Packard , 4 passenger, that runs and drives. It was recently serviced and some of the interior is original, \$27k. Chris at 602-919-7258.

1936 120B Sedan runs good, garage kept, Mike Blair 480-354-3877

1946 Clipper Sedan, straight 8, runs and drives, was Rod Ricker's car, \$10k, Terry Dunlap 602-812-8504.

1951 250 Convertible, 327 9 main bearing engine, ultramatic, 85k miles, lowered to \$45k, Call Julie Berge at 602-549-7308.

1951 200 Sedan, auto, runs and drives great, has extra parts available, call Ardi Kociemba 602-317-2560

1953 Clipper runs and drives great, call 602-614-3761 Terry LaFuze

1955 400 Mostly original, good solid body, some paint fade, all mechanics done. Radio works. PS, PB, Auto, runs great. \$9,000 Please leave a message Bill Stout 702-278-1436

1956 Clipper. The car is apart with most or all the original parts including greenish glass. The motor is dead. Scott Hazel 508-454-6744

1956 Clipper Starts right up and runs well. Needs interior. Serious inquiries only. \$8000 Txt 623-734-2233 for more pics

1956 Patrician, hasn't run in 20 years, needs complete restoration or parts car, has extra engine, bumpers are included, Larry Fluegge 575-937-3560

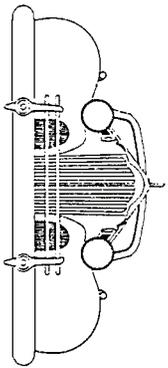
No findings on Craigslist, so here are a few from Facebook Marketplace:

1953 Packard Clipper 2 door. Needs restoration \$3888 Sergio's Auto Care, Mesa, AZ (602) 500-5443

1940 Packard 120 Convertible, \$129,000 Has Had A Full Complete Professional Restoration. Luxury Auto Collection, Scottsdale, (480) 418-6160

1953 Packard Clipper. In good running condition, Converted to 12volt. Phoenix, \$12,000 no phone number

Only the dealers are showing their phone numbers.



A Region of Packards International

Packard's

OF ARIZONA

1531 E. Flint St.
Chandler, AZ 85225

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DO NOT DELAY: DATED MATERIAL



This is Duane Gunn's 1955 Clipper Custom as it was seen at the June 2021 Monthly Membership Meeting at the Spoke & Wheel restaurant. We will no longer be meeting there as the restaurant has closed. See details inside as to where we will meet in August!

The News-Notes is a companion to the Packardgram and is published monthly to present timely news events, want ads, and members' activities. Send news and ads to the News-Notes Editor by the second Wednesday of each month.

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